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BOMBAY BRANCH
OF THE
Royal Asiatic Society.

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ROYAL
NAVAL BIOGRAPHY;

OR,

Memoirs of the Services

OF ALL THE

FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,

TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

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a1

By JOHN MARSHALL (B),
LIEUTENANT IN THE ROYAL NAVY.

"Failures, however frequent, may admit of extenuation and apology. To have attempted "much is always laudable, even when the enterprise is above the strength that undertakes it. "To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted "the undertaking without end, and perhaps without improvement. I saw that one enquiry only "gave occasion to another, that book referred to book, that to search was not always to find, and "to find was not always to be informed; and that thus to pursue perfection, was, like the first "inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he "seemed to rest, was still beheld at the same distance from them." *Johnson.*

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ROYAL NAVAL BIOGRAPHY;

VOL. III.

CONTAINING MEMOIRS OF

ALL THE

COMMISSIONED OFFICERS

OF

HIS MAJESTY'S FLEET,

WHOSE NAMES APPEARED ON THE LIST OF COMMANDERS AT THE COMMENCEMENT OF THE YEAR 1823, OR WHO HAVE SINCE BEEN PROMOTED TO THAT RANK.

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ROYAL NAVAL BIOGRAPHY.

POST-CAPTAINS OF 1822.

(*Continued*).

SIR JOHN FRANKLIN, KNT.

Doctor of the Civil Law; Fellow of the Royal Society, &c. &c. &c.

THIS officer is a brother to the late Sir Willingham Franklin, Knt., one of the Puisne Judges at Madras, and was born at Spilsby, co. Lincoln, in the year 1786. He entered the royal navy, at the age of fourteen years, as midshipman on board the Polyphemus 64, Captain (now Admiral) John Lawford, which ship was attached to Lord Nelson's division, and sustained a loss of five men killed and twenty-five wounded, at the daring and successful attack on the Danish line of defence before Copenhagen, April 2d, 1801*. We afterwards find him proceeding to New Holland, in the Investigator sloop, Captain Matthew Flinders, under whose command he continued until that vessel, proving unfit for further service, was laid up at Port Jackson, in July, 1803. He was then received as supernumerary master's-mate, on board the Porpoise store-ship, Lieutenant (now Captain) Robert Merrick Fowler, with whom he suffered shipwreck on a coral reef, in lat. 22° 11′ S. long. 155° 13′ E., Aug. 17th following. "His activity and perseverance in assisting to save the stores and provisions on that occasion, were truly praise-

* See Vol. I. pp. 365—371, and *id.* p. 498.

worthy;" and his subsequent behaviour on board the Earl Camden, East Indiaman, where he had the superintendence of the signals in Captain Dance's celebrated rencontre with Mons. Linois, was such as to gain him the warmest commendations. The loss of the Porpoise, and the discomfiture of the French squadron, are described in pp. 367—378 of Suppl. Part. II.

Mr. Franklin next joined the Bellerophon 74, and "had charge of the signal department, the duties of which he performed with very conspicuous zeal and activity," at the memorable battle of Trafalgar. The loss then sustained by that always highly distinguished ship amounted, according to the official returns, to 27 officers and men, including her captain (John Cooke) killed, and 123 wounded*; we are informed, however, that at least ten men received wounds, some of a severe nature, who did not report themselves injured. Of about forty persons stationed with Mr. Franklin on the poop, not more than eight escaped unhurt. Among the fortunate few was a veteran sailor, named Christopher Beaty, yeoman of the signals, who, seeing the ensign shot away a third time, mounted the mizen-rigging with the largest union-jack he could lay his hand upon, deliberately stopped the four corners of it, with as much spread as possible, to the shrouds, and regained the deck unhurt, the French riflemen in the tops, and on the poop of l'Aigle 74, seeing what he was about, and seemingly in admiration of such daring conduct, having suspended their fire for the few seconds that he remained aloft: this forbearance on the part of the enemy was the more noble, as they had previously picked off every man that appeared before the Bellerophon's mizen-mast.

Mr. Franklin continued in the same ship until Oct. 1807, when he joined the Bedford 74, Captain (now Rear-Admiral) James Walker, of which latter he was appointed an acting lieutenant on the 5th of December following: his first commission bears date Feb. 11th, 1808.

* See Vol. II. Part II. p. 969.

The Bedford formed part of the squadron sent, by Sir W. Sidney Smith, to escort the royal family of Portugal from Lisbon to South America, where she was commanded for several months by the late Captain Adam Mackenzie, but latterly by Captain Walker. On her return to Europe, she was attached to the North Sea fleet; and principally employed in the blockade of Flushing, until the peace with France in 1814. She then assisted in escorting the allied sovereigns from Boulogne to England; and afterwards proceeded with the expedition against New Orleans. On the 14th Dec. in the same year, Lieutenant Franklin was slightly wounded, while leading the Bedford's boats to the attack of five large American gun-vessels, stationed in Lac Borgne, the capture of which force has been described at p. 4, *et seq.* of Suppl. Part IV.

The laborious exertions and great privations of the officers and seamen employed with the army during the subsequent operations against New Orleans, very few of whom ever slept one night on board their ships for a period of about seven weeks, have seldom been equalled: an outline of the services they performed is given at p. 637, *et seq.* of our first volume; but it is here necessary to add, that a party under Lieutenant Franklin assisted in cutting a canal across the entire neck of land between the Bayou Catalan and the Mississippi, of sufficient width and depth to admit of boats being brought up from Lac Borgne, for the purpose of transporting a military detachment, with 300 sailors and marines, to the right bank of the river, as a diversion in favor of the main attack upon the enemy's entrenched position. The fatigue undergone, in the prosecution of this work, no words can sufficiently describe; yet it was pursued without repining, and so far effected as to enable boats enough for the conveyance of 600 men to reach their destination: the soil through which the canal was dug being soft, parts of the bank gave way, and, choking up the channel, prevented the heaviest of the boats from getting forward: otherwise it was intended to have pushed over 1400 men. The brilliant result of the dash across the Mississippi, on the morning of

Jan. 8th, 1815, is stated in our memoir of Captain Rowland Money, C. B., under whom Lieutenant Franklin was then serving, at the head of the Bedford's small arm men.

After the failure of the principal attack upon the enemy's lines, the armament proceeded to Isle Dauphine, where Sir John Lambert, who had succeeded to the command of the army on the fall of Sir Edward Pakenham, addressed the following letter to Vice-Admiral Sir Alexander Cochrane:

"The operations on which the two services are engaged being interrupted for the present, and as there is some uncertainty whether they may again be resumed, I wish to take the opportunity, previous to your sailing, of expressing how much the army is indebted to the active co-operations and zealous services of the navy.

"It would be presumption in me to call to your notice the distinguished flag-officers and captains of the fleet under your command; but there are a few individuals of junior rank whose exertions and intelligence have so repeatedly been the admiration of the general and superior officers under whose orders they have been acting on shore, at every service, from the first arrival of the forces under the late Major-General Ross on the coast of America, that I feel I should be deficient in my duty if I did not lay those names before you, in the hope that they may be transmitted by you to my Lords Commissioners of the Admiralty, sanctioned by your approbation and recommendation for promotion, viz.; Lieutenants Curzon and Haymes, who have each acted as aide-de-camp to general officers; Lieutenants Fletcher, of H. M. S. Norge; Franklin, of the Bedford; and Foster, of the Asia. Lieutenant Haymes received the last words of the much lamented Major-General Ross, and afterwards was attached to the late Major-General Gibbs. I have the honor to be, &c.

(Signed) "JOHN LAMBERT."

A copy of this letter was transmitted by Sir Alexander Cochrane to the Admiralty.

Lieutenant Franklin's next appointments were,—Sept. 7th, 1815, to be first of the Forth 40, Captain Sir William Bolton, which ship was paid off after conveying the Duchess d'Angoulême from England to Dieppe;—and, Jan. 14th, 1818, to command the Trent hired brig, under the orders of Captain Edward Buchan, to whom was assigned the task of inquiring into the state of the Polar Sea, to the northward of Spitzbergen, while another expedition, under Captain John

Ross, was directed to examine the unexplored part of the east coast of North America, within the Arctic circle, and to endeavour to pass along the northern shore of that continent to Behring's Strait.

On his return from the above service, of which an authentic account will be found in our memoir of the officer who conducted it, Lieutenant Franklin volunteered to attempt reaching the North Pole, from the shores of Spitzbergen, by travelling with sledge-boats over the ice, or through any spaces of open water that might occur. The plan which he then suggested was afterwards followed up, in its most essential particulars, by Captain Parry, whose proceedings we have related at pp. 365—374 of Suppl. Part IV.

In the beginning of 1819, Lieutenant Franklin was appointed by Earl Bathurst to the command of an expedition, destined to proceed over land from the shores of Hudson's Bay to the Arctic Ocean, in order to amend the very defective geography of the northern part of North America; but more particularly to ascertain the actual position of the mouth of the Copper mine River, and the exact trending of the shores of the Polar Sea to the eastward of that river. The gentlemen selected by the Admiralty to accompany him were Dr. John Richardson, a naval surgeon, well skilled in natural history, mineralogy, &c.; and Messrs. George Back and Richard Hood, midshipmen; with whom he embarked on board the ship Prince of Wales, at Gravesend, May 23d, and, after a narrow escape from being wrecked on Resolution Island, arrived in safety at York Factory, the principal depôt of the Hudson's Bay Company, Aug. 30th, 1819: he was also accompanied thither by two English sailors, and four Orkney boatmen, the latter of whom he had engaged at Stromness, to assist his progress as far as Lake Athabasca.

Having communicated to Mr. Williams, the governor of the Hudson's Bay Company's posts, the objects of the expedition, and that he had been directed to consult with him, and the several district masters, as to the best mode of proceeding, Lieutenant Franklin was gratified by his assurance that every possible assistance should be given to facilitate

the execution of the service. The following particulars are extracted from the official narratives of the officers engaged in this extremely hazardous undertaking:

"It was suggested in my instructions," says the commander, "that we might probably secure a schooner at this place, to proceed north as far as Wager Bay; but the vessel alluded to was lying at Moose Factory completely out of repair; independently of which, the route directly to the northward was rendered impracticable by the impossibility of procuring hunters and guides on the coast. The opinions of all the gentlemen (resident at York Factory) were so decidedly in favor of the route by Cumberland House, and through the chain of posts to the Great Slave Lake, that I determined on pursuing it, and immediately communicated my intention to the governor, with a request that he would furnish me with the means of conveyance as speedily as possible. He selected one of the Company's largest boats for our use on the journey; but he was able to furnish us only with a steersman; and we were obliged to make up the rest of the crew with the men brought from Stromness, and our two attendants, John Hepburn and Samuel Wilks."

This appears to have been occasioned by the arrival of the Prince of Wales and two other ships from England having given full occupation to the Company's boatmen, the whole of whom were required to convey the necessary stores to the posts in the interior, before the commencement of winter.

On the 9th of September, our enterprising travellers commenced the laborious ascent of the different rapid streams between York Factory and Cumberland House, a distance by water of about 690 miles, which they were not able to accomplish before the 23d of the following month. The published charts of their route convey so correct a view of the numerous rivers, rapids, portages, and lakes, and the difficulties and impediments which occur in the long river-navigations of North America; and these obstructions have been so minutely detailed by Messrs. Hearne and Mackenzie, that it is unnecessary for us to extract more than one passage relative to them: the little space we can afford will be better appropriated to matters of higher interest.

"The whole of the 2d of October," says Lieutenant Franklin, "was spent in carrying the cargoes over a portage of 1300 yards in length, and

n launching the empty boats over three several ridges of rock which obstruct the channel of the White-Fall river, and produce as many cascades. I shall long remember the rude and characteristic wildness of the scenery which surrounded these falls; rocks piled on rocks, hung in rude and shapeless masses over the agitated torrents which swept their bases, whilst the bright and variegated tints of the mosses and lichens, that covered the face of the cliffs, contrasting with the dark green of the pines, which crowned their summits, added both beauty and grandeur to the general effect of the scene. In the afternoon, whilst on my way to superintend the operations of the men, a stratum of loose moss gave way under my feet, and I had the misfortune to slip from the summit of a rock into the river, betwixt two of the falls. My attempts to regain the bank were, for a time, ineffectual, owing to the rocks within my reach having been worn smooth by the action of the water; but after I had been carried a considerable distance down the stream, I caught hold of a willow, by which I held until two gentlemen of the Hudson's Bay Company came in a boat to my assistance. During the night the frost was severe, and at sun-rise, on the 3d, the thermometer stood at 25°."

On his arrival at Cumberland House, which is situated between Pine Island Lake and the Saskatchawan River, Lieutenant Franklin found it impracticable to advance farther by water, before the return of spring; but being soon convinced of the necessity of proceeding, during the winter, into the Athabasca district, the residents of which are best acquainted with the nature and resources of the country to the north of the Great Slave Lake, and from whence alone guides, hunters, and interpreters can be procured, he immediately resolved to set out for Carlton House, Isle à la Crosse, and Fort Chepewyan, where, by his presence, he hoped to prevent delay in the necessary preparations for his ulterior proceedings. The manner in which he performed this long and dreary journey, the following extracts will shew:—

"The general dress of the winter traveller in this region is a *capot*, having a hood to put up under the fur cap in windy weather, or in the woods, to keep the snow from his neck; leathern trowsers, and Indian stockings, which are closed at the ancles, round the upper part of his *mocassins*, or Indian shoes, to prevent the snow from getting into them. Over these he wears a blanket, or leathern coat, which is secured by a belt round his waist, to which his fire-bag, knife, and hatchet, are suspended.

"Mr. Back and I were accompanied by John Hepburn, and provided

with two carioles and two sledges: their drivers and dogs were furnished in equal proportions by the two trading Companies*. Fifteen days' provisions so completely filled the sledges, that it was with difficulty we found room for a small sextant, one suit of clothes, and three changes of linen, together with our bedding. Notwithstanding we thus restricted ourselves, and even loaded the carioles with part of the baggage, instead of going in them ourselves, we did not set out without considerable grumbling from the drivers, respecting the overloading of their dogs. The weight usually placed upon a sledge, drawn by three dogs, cannot, at the commencement of a journey, be estimated at less than three hundred pounds, which, however, suffers a daily diminution from the consumption of provisions. The sledge itself weighs about thirty pounds. When the snow is hard frozen, or the track well trodden, the rate of travelling is about fifteen miles a day. If the snow is loose, the speed is necessarily much less, and the fatigue greater.

"At eight in the morning of the 18th Jan. 1820, we took leave of our hospitable friend, Governor Williams, whose kindness and attention I shall ever remember with gratitude. Dr. Richardson, Mr. Hood, and Mr. Connelly (the resident partner of the N. W. Company), accompanied us along the Saskatchawan until the snow became too deep for their walking without snow-shoes. We then parted from our associates, with sincere regret at the prospect of a long separation. Being accompanied by Mr. Mackenzie, of the Hudson's Bay Company, who was going to Isle à la Crosse, with four sledges under his charge, we formed quite a procession, keeping in an Indian file, in the track of the man who preceded the foremost dogs; but, as the snow was deep, we proceeded slowly on the surface of the river. At the place of our encampment we could scarcely find sufficient pine branches to floor 'the hut,' as the Orkneymen term the spot where travellers rest. Its preparation, however, consists only in clearing away the snow to the ground, and covering that space with pine branches, over which the party spread their blankets and coats, and sleep in warmth and comfort, by keeping a good fire at their feet, without any other canopy than the heaven, even though the thermometer should be far below zero.

"The arrival at the place of encampment gives immediate occupation to every one of the party; and it is not until the sleeping place has been arranged, and a sufficiency of wood collected as fuel for the night, that the fire is allowed to be kindled. The dogs alone remain inactive during this busy scene, being kept harnessed to their burdens until the men have leisure to unstow the sledges, and hang upon the trees every species of

* The cariole is merely a covering of leather for the lower part of the body, affixed to the common sledge, and painted and ornamented according to the taste of the proprietor.

provision out of the reach of these rapacious animals. We had ample experience, before morning, of the necessity of this precaution, as they contrived to steal a considerable part of our stores, almost from underneath Hepburn's head, notwithstanding their having been well fed at supper.

"Jan. 19.—The task of beating the track for the dogs was so very fatiguing, that each of the men took the lead in turns, for an hour and a half. The termination of the next day's journey was a great relief to me, who had been suffering during the greater part of it, in consequence of my feet having been galled by the snow-shoes: this, however, is an evil which few escape on their initiation to winter travelling; it excites no pity from their more experienced companions, who travel on as fast as they can, regardless of the pain of the sufferers.

"On the 26th, after a fatiguing march, we halted at the Upper Nippéween, a deserted establishment; and performed the comfortable operations of shaving and washing, for the first time since our departure from Cumberland, the weather hitherto having been too severe. We passed an uncomfortable and sleepless night, and agreed to encamp in future in the open air, as preferable to the imperfect shelter of a forsaken house without doors or windows. The wolves serenaded us through the night of the 27th with a chorus of their agreeable howling, but none of them ventured near the encampment. Mr. Back's repose was disturbed by a more serious evil; his buffalo robe caught fire, and the shoes on his feet, being contracted by the heat, gave him such pain, that he jumped up in the cold, and ran into the snow as the only means of obtaining relief.

"On the 28th, we had a strong and piercing wind in our faces, and much snow-drift. We were compelled to walk as quick as we could, and to keep constantly rubbing the exposed parts of the skin, to prevent their being frozen; but some of the party suffered in spite of every precaution. The night was miserably cold; our tea froze in the tin pots before we could drink it, and even a mixture of spirits and water became thick by congelation.

"Jan. 31st.—As soon as day-light permitted, the party commenced their march, in the expectation of reaching Carlton House; but we did not arrive until noon, although the track was good. We were received by Mr. Prudens, the gentleman in charge of the post, with that friendly attention which Governor Williams's circular was calculated to ensure at every station; and were soon afterwards regaled with a substantial dish of buffalo steaks, which would have been thought excellent under any circumstances, but were particularly relished by us, though eaten without either bread or vegetables. After this repast, we had the comfort of changing our travelling dresses, which had been worn for fourteen days."

On the 9th Feb., Lieutenant Franklin resumed his travels; and on the 23d, arrived at the Hudson's Bay Company's fort, near Isle à la Crosse, where he received much valuable

information respecting the country to the north of the Great Slave Lake, and was furnished by Mr. Clark, the superintendant, with a list of stores he supposed the expedition would require. At the neighbouring post, some letters were found which Lieutenant Franklin had addressed to the partners of the N. W. Company, in the Athabasca district, shortly after his arrival at Cumberland House—a circumstance which proved the necessity of his proceeding to Fort Chipewyan, where, on the 26th March, he terminated a journey of 857 statute miles, performed in the depth of winter, with a weight of between two and three pounds almost constantly attached to his feet and ancles.

"We had the pleasure," continues Lieutenant Franklin, "of being received by Messrs. Keith and Black, the partners of the N. W. Company in charge of Fort Chipewyan, in the most kind and hospitable manner. Our first object was to obtain some certain information respecting our future route, and we received from one of their interpreters, named Beaulieu, a half-breed, who had been brought up amongst the Dog-ribbed and Copper Indians, some satisfactory intelligence, which we afterwards found tolerably correct, respecting the mode of reaching the Copper-mine River, which he had descended a considerable way; as well as of the course of that river to its mouth. The Copper Indians, however, he said, would be able to give us more accurate information as to the latter part of its course, as they occasionally pursue it to the sea. He sketched on the floor a representation of the river, and a line of coast according to his idea of it. Just as he had finished, an old Chipewyan Indian, named Black Meat, unexpectedly came in, and instantly recognized the plan. He then took the charcoal from Beaulieu, and inserted a track along the sea-coast, which he had followed in returning from a war excursion, made by his tribe against the Esquimaux. He detailed several particulars of the coast and the sea, which he represented as studded with well wooded islands, and free from ice close to the shore, but not to a great distance, in the month of July. He likewise described two other rivers to the eastward of the Copper-mine, which also fall into the Northern Ocean; but he represented them both as being shallow, and too much interrupted by barriers for being navigated in any other than small Indian canoes.

"Having received this intelligence, I wrote immediately to the gentlemen in charge of the posts at the Great Slave Lake, to communicate the object of the expedition, and our proposed route; and to solicit any information they possessed, or could collect from the Indians, relative to the countries we had to pass through, and the best manner of proceeding. As the Copper Indians frequent the establishment on the north side of the

Lake, I particularly requested them to explain to that tribe the object of our visit, and to endeavour to procure from them some guides and hunters to accompany our party."

"On the 10th of May we were gratified by the appearance of spring; the trees began to put forth their leaves, and the mosquitoes visited the warm rooms. On the 17th and 18th there were frequent showers of rain, and much thunder and lightning. This weather caused the ice to waste so rapidly, that, by the 24th, it had entirely disappeared from the Lake Athabasca. The gentlemen belonging to both the companies quickly arrived from the posts in this department, bringing their winter's collection of furs, which are forwarded from these establishments to the depôts."

Lieutenant Franklin now began to make some arrangements respecting the obtaining of men, and the stores he should require for their equipment, as well as for presents for the Indians; but he learnt with regret, that in consequence of the recent lavish expenditure of the Companies' goods, in support of a determined commercial opposition, their supply to the expedition would, of necessity, be very limited. The men, too, were backward in offering their services, especially those of the Hudson's Bay Company, who demanded a much higher rate of wages than he considered it would be proper to grant.

"June 3.—Mr. Smith, a partner of the N. W. Company, arrived from the Great Slave Lake, and (says Lieutenant Franklin) was the bearer of the very gratifying intelligence that Akaitcho, the principal chief of the Copper Indians, had received the communication of our arrival with joy, and given all the information he possessed respecting the route to the sea-coast by the Copper-mine River; also that he and a party of his men, at the instance of Mr. Frederick Wentzel, a clerk of the N. W. Company, whom they wished might go along with them, had engaged to accompany the expedition as guides and hunters. They were to await our arrival at Fort Providence, on the north side of the Slave Lake. Their information coincided with that given by Beaulieu. They had no doubt of our being able to obtain the means of subsistence in travelling to the coast. This agreeable intelligence had a happy effect upon the minds of the Canadian voyagers; many of their fears being removed: several of them seemed now disposed to volunteer; indeed, on the same evening, two men from the N. W. Company offered themselves, and were accepted. Mr. Smith was left in charge of Fort Chipewyan during the summer, and he soon evinced his desire to further our progress, by directing a canoe to be built

for our use, which was finished on the 2d July. Its extreme length was 32 feet 6 inches, including the bow and stern pieces; its greatest breadth was 4 feet 10 inches, but it was only 2 feet 9 inches forward, where the bowman sat, and 2 feet 4 inches behind, where the steersman was placed; and its depth was 1 foot 11¾ inches; there were seventy-three hoops of thin cedar, and a layer of slender laths of the same wood within the frame. These feeble vessels of bark will carry twenty-five pieces of goods, each weighing ninety pounds, exclusive of the necessary provision and baggage for the crew of five or six men, amounting in the whole to about 3,300 pounds weight. This great lading they annually carry between the depôts and the posts in the interior; and it rarely happens that any accidents occur, if they are managed by experienced bowmen and steersmen, on whose skill the safety of the canoe entirely depends in the rapids and difficult places. Its weight is estimated at 300 pounds, exclusive of the poles and oars."

At Cumberland House, which is situated four degrees and three quarters to the southward of Fort Chipewyan, it was not before the 10th or 12th of April, that the return of the swans, geese, and ducks, gave certain indications of the advance of spring. "On the 15th," says Mr. Hood, "fell the first shower of rain we had seen for six months; and, on the 17th, the thermometer rose to 77° in the shade. The whole face of the country was deluged by the melted snow. On the 28th, the Saskatchawan swept away the ice which had adhered to its banks, and the next day a boat came down from Carlton House with provisions. We received such accounts of the state of vegetation at that place, that Dr. Richardson determined to visit it, in order to collect botanical specimens, as the period at which the ice was expected to admit of the continuation of our journey was still distant. Accordingly he embarked on the 1st of May."

Agreeable to directions left by Lieutenant Franklin, applications were now made to the chiefs of the Hudson's Bay and N. W. Companies' posts, for two canoes, with proper crews, and a supply of stores, for the use of the expedition; but they were not able to comply with this requisition till the arrival of their respective returns from Isle à la Crosse and the Saskatchawan departments. Even then, the most material stores they could supply did not amount to more than

two barrels of gunpowder, a keg of spirits, and two pieces of tobacco, with pemmican for sixteen days. The crews of the canoes were not completed before the 11th of June; and a heavy storm of wind and rain prevented Dr. Richardson and Mr. Hood from leaving Cumberland House till the 13th, on which day they entered the mouth of the Sturgeon river, on their route to Isle à la Crosse and Fort Chipewyan. Their arrival at the latter post is thus noticed by Lieutenant Franklin:

"July 13th.—This morning Mr. Back and I had the sincere gratification of welcoming our long-separated friends, who arrived in perfect health, with two canoes, having made a very expeditious journey from Cumberland, notwithstanding they were detained near three days in consequence of the melancholy loss of one of their bow-men, by the upsetting of a canoe in a strong rapid. The zeal and talent displayed by Dr. Richardson and Mr. Hood, in the discharge of their several duties, since my separation from them, drew forth my highest approbation. The Canadians whom they brought were most desirous of continuing with us, and we felt great pleasure in being able to keep men who were so zealous in the cause, and who had given proofs of their activity on their recent passage to this place, by discharging those men who were less willing to undertake the journey.

"July 18th.—The stores were distributed to the three canoes. Our stock of provision unfortunately did not amount to more than sufficient for one day's consumption, exclusive of two barrels of flour, three cases of preserved meat, some chocolate, arrow-root, and portable soup, which we had brought from England, and intended to reserve for our journey to the coast next season. It was gratifying, however, to perceive that this scarcity of food did not depress the spirits of our Canadian companions, who cheerfully loaded their canoes, and embarked in high glee, after receiving the customary dram."*

On the 29th of July, Lieutenant Franklin and his party reached Fort Providence, in lat. 62° 17′ 19″ N., long. 114° 9′ 28″ W., which was the last station of the N. W. Company, and exclusively occupied by them; the Hudson's Bay Company having no settlement to the northward of Moose-Deer-Island, where the expedition had halted for two days, and obtained a small supply of dried meat.

On the 1st of August, the Indian guides set out for the mouth of the Yellow Knife River, where they were joined, on the 3d, by Lieutenant Franklin and his companions, all

in high spirits, being heartily glad that the time had at length arrived when their course was to be directed towards the Polar Sea, and through a line of country which had not previously been visited by any European. The expedition was then composed of Lieutenant Franklin, Dr. Richardson, Messrs. Back, Hood, and Wentzel, John Hepburn, sixteen Canadian voyageurs, one Iroquois, and two interpreters,—three women accompanied their husbands, in a small canoe, for the purpose of making shoes and clothes for the whole party, at the winter establishment; and there were also three children belonging to two of these women:—total 31 persons, old and young. "Our provision," says Lieutenant Franklin, "was two casks of flour, two hundred dried rein-deer tongues, some dried moose meat, portable soup, and arrow-root, sufficient in the whole for ten days' consumption, besides two cases of chocolate, and two canisters of tea." Several of the Copper-Indians' canoes were managed by women, who proved to be noisy companions, for they quarrelled frequently, and the weakest was generally profuse in her lamentations.

So great and so numerous were the difficulties experienced from the want of provisions, and from the impediments in the navigation of the numerous rivers and lakes, on account of the rapids of the one and the shallows of the other, together with the frequent portages, that their progress was exceedingly slow and tedious; and they did not arrive at the spot where it was found necessaay to hut themselves for the winter, which was situated in lat. 64° 28′ N., long. 113° 6′ W., and distant from Fort Chipewyan only 553 miles, before the 20th of August. With regard to the interruptions from the portages, they became more frequent, and the dragging of the boats more fatiguing, in proportion as they advanced to the northward; and thus the sufferings of the Canadians from want of sufficient sustenance were greatly aggravated. It not unfrequently happened, that in one day they had to land the stores and reload the canoes with them five or six times. The united length of the portages they crossed between Fort Providence and the spot chosen for their winter residence, was 21½ statute miles; and as they had to traverse

each portage four times, with a load of 180 pounds, and return three times light, they walked in the whole upwards of 150 miles. We cannot, therefore, be surprised, that these men, who had been accustomed to live, when at the trading Companies' forts, entirely on animal food, the daily allowance of which is eight pounds per man, should be disheartened, and exhibit symptoms of insubordination, when they found themselves reduced to one scanty meal a day. Lieutenant Franklin's narrative informs us, that for some days they murmured at their meagre diet, strove to get the whole stock of provision to consume at once, and at length, on the 11th of August, broke out into open discontent, threatening that they would not proceed unless more food was given to them.

"This conduct," says he, "was the more unpardonable, as they saw we were rapidly approaching the fires of the hunters, and that provision might be soon expected. I, therefore, felt the duty incumbent on me to address them in the strongest manner on the danger of insubordination, and to assure them of my determination to inflict the heaviest punishment on any that should persist in their refusal to go on, or in any other way attempt to retard the expedition. I must admit, however, that the present hardships of our companions were of a kind which few could support without murmuring, and no one could witness without feeling a sincere pity for their sufferings. Just as we had encamped, we were delighted to see four of the hunters arrive, with the flesh of two rein-deer. This seasonable supply instantly revived the spirits of our companions, and they immediately forgot all their cares. As we did not afterwards experience any deficiency of food, during this stage of our journey, they worked extremely well, and never again reflected upon us as they had done before, for rashly bringing them into an inhospitable country, where the means of subsistence could not be procured."

On the morning of the 25th August, Lieutenant Franklin was surprised by some early symptoms of the approach of winter; the small pools were frozen over, and a flock of geese passed to the southward. Up to this period, he had cherished the hope of fixing his winter-quarters at the mouth of the Copper-mine River; but Akaitcho now declared, that the very attempt would be rash and dangerous, as the weather was cold, the leaves were falling, and the winter would shortly set in; and that, as he considered the lives of

all who went on such a journey would be forfeited, he neither would go himself, nor permit his people to accompany them. On the morning of the 27th, Lieutenant Franklin held a consultation with his officers, when all agreed that the descent to the Polar Sea this season could not be attempted, without hazarding a complete rupture with these Indians; and it was resolved that they should content themselves with making an excursion to the head of the Coppermine river, in Point Lake, about 60 miles to the northward of their present resting place, merely to satisfy themselves of its size and position.

"During our little expedition," says Lieutenant Franklin, "Mr. Wentzel had made great progress in the erection of our winter-house, (Fort Enterprise,) having nearly roofed it in. The men continued to work diligently, and by the 30th of September had almost completed it for our reception, when a heavy fall of rain washed the greater part of the mud off the roof. This rain was remarked by the Indians as unusual, after what they had deemed so decided a commencement of winter. In the mean time, we resided in our tents, which proved very cold habitations, although we maintained a fire in front of them, and also endeavoured to protect ourselves from the piercing winds by a barricade of pine branches. On the 6th of October, the house being completed, we removed into it; and having filled our capacious clay-built chimney with fagots, we spent a cheerful evening before the invigorating blaze. It was merely a log-building, 50 feet long, and 24 wide, divided into a hall, three bed-rooms, and a kitchen. The walls and roof were plastered with clay, the floor laid with planks rudely squared with the hatchet, and the windows closed with parchment of deer skin. The clay, which, from the coldness of the weather, required to be tempered before the fire with hot water, froze as it was daubed on, and afterwards cracked in such a manner as to admit the wind from every quarter. We took up our abode at first on the floor; but our working party, who had shewn such skill as house-carpenters, soon proved themselves to be, with the same tools, the hatchet and crooked knife, excellent cabinet-makers, and daily added a table, a chair, or a bedstead, to the comforts of our establishment.

"The weather becoming daily colder, all the lakes in the neighbourhood of the house were completely frozen over by the middle of the month. The rein-deer now began to quit us for more southerly and better sheltered pastures. Indeed their residence in our neighbourhood would have been of little service to us, for our ammunition was almost completely expended, although we had dealt it of late with a very sparing hand to the Indians. We had, however, already secured in the storehouse the car-

cases of 180 deer, together with 1000 pounds of suet, and some dried meat; and had, moreover, eighty deer stowed up at various distances from the house. The fishing failed as the weather became more severe, and was given up on the 5th. It had procured us about 1200 white fish, from two to three pounds each."

But this stock of provision was barely sufficient for the party at Fort Enterprise, including the Indians and their families, who returned from hunting before the end of the month, and gave scope to their natural love of ease as long as there seemed plenty in store.

On the 18th of October, Messrs. Back and Wentzel set out for Fort Providence, accompanied by two Canadians, two Indians, and the wives of the latter. Mr. Back had most handsomely volunteered to go and make the necessary arrangements for transporting the stores expected from Cumberland House, and to endeavour to obtain some additional supplies from the establishment at Slave Lake. If any accident should have prevented the arrival of the stores, and the Company's establishments at Moose-deer Island should be unable to supply the deficiency, he was, if he found himself equal to the task, to proceed to Chipewyan.

"Ammunition," says his commander, "was essential to our existence, and a considerable supply of tobacco was also requisite, not only for the comfort of the Canadians, who use it largely, and had stipulated for it in their engagements, but also as a means of preserving the friendship of the Indians. Blankets, cloth, and iron-work, were scarcely less indispensable to equip our men for the advance next season. Mr. Wentzel accompanied Mr. Back, to assist him in obtaining from the traders, on the score of old friendship, that which they might be inclined to deny to our necessities.

"Towards the end of October, the men completed their house, and took up their abode in it. It was 34 feet long and 18 feet wide, divided into two apartments, and placed at right angles to the officers' dwelling; as was also the store-house. The weather in December, 1820, was the coldest we experienced during our residence in America. The thermometer sunk on one occasion to 57° below zero, and never rose beyond 6° above it: the mean for the month was —29.7°. The trees froze to their very centres, and became as hard as stones, and more difficult to cut. Some of the axes were broken daily, and by the end of the month we had but one left that was fit for felling trees. By entrusting it only to one of the party, who had been bred a carpenter, and who could use it with dexterity, it was fortunately preserved until the arrival of our men with

others from Fort Providence. A thermometer, hung in our bed-room at the distance of sixteen feet from the fire, but exposed to its direct radiation, stood even in the day-time occasionally at 15° below zero, and was observed more than once, previous to the kindling of the fire in the morning, to be as low as —40°.

"As it may be interesting to the reader to know how we passed our time at this season of the year, I shall mention briefly, that a considerable portion of it was occupied in writing up our journals. Some newspapers and magazines, that we had received from England with our letters, were read again and again, and commented upon, at our meals; and we often exercised ourselves with conjecturing the changes that might take place in the world before we could hear from it again. The probability of our receiving letters, and the period of their arrival, were calculated to a nicety. We occasionally paid the wood-cutters a visit, or took a walk for a mile or two on the (Winter) river.

"In the evenings we joined the men in the hall, and took a part in their games, which generally continued to a late hour; in short, we never found the time to hang heavy on our hands; and the peculiar operations of each of the officers afforded them more employment than might at first be supposed. I re-calculated the observations made on our route; Mr. Hood protracted the charts, and made drawings of birds, plants, and fishes, which have been the admiration of every one who has seen them. Each of the party sedulously and separately recorded their observations on the aurora; and Dr. Richardson contrived to obtain from under the snow, specimens of most of the lichens in the neighbourhood, and to make himself acquainted with the mineralogy of the surrounding country.

"The Sabbath was always a day of rest with us: the woodmen were required to provide for the exigencies of that day on Saturday, and the party were dressed in their best attire. Divine service was regularly performed, and the Canadians attended, and behaved with great decorum, although they were all Roman Catholics, and but little acquainted with the language in which the prayers were read. I regretted much that we had not a French prayer-book, but the Lord's prayer and creed were always read to them in their own language.

"Our diet consisted almost entirely of rein-deer meat, varied twice a week by fish, and occasionally by a little flour; but we had no vegetables of any description. On the Sunday mornings we drank a cup of chocolate; but our greatest luxury was tea (without sugar), of which we regularly partook twice a-day. With rein-deers' fat, and strips of cotton shirts, we formed candles; and Hepburn acquired considerable skill in the manufacture of soap, from the wood-ashes, fat, and salt. Such are our simple domestic details."

On the 1st of Jan. 1821, Messrs. Franklin, Back, and Hood, were promoted: the former to the rank of command-

er, and the two latter to be lieutenants. At this period, nine more men were employed in bringing up supplies from the southward. On the 27th, Mr. Wentzel returned from the Great Slave Lake, with two Esquimaux interpreters, who had been sent thither by Governor Williams; but the 17th of March arrived before Mr. Back again made his appearance. His journey on foot, in the depth of winter, as far as Fort Chipewyan and back, is among the many instances of extraordinary exertion and determined perseverance which this expedition afforded. He thus concludes his interesting report, from which, in another part of our work, we shall, probably, give some other extracts:—

"I had the pleasure of meeting my friends all in good health, after an absence of nearly five months, during which time I had travelled one thousand one hundred and four miles, on snow-shoes, and had no other covering at night, in the woods, than a blanket and deer-skin, with the thermometer frequently at —40°, and once at —57°; and sometimes passing two or three days without tasting food."

At Fort Enterprise, the last of the winter's stock of deers' meat was expended on the 23d of March, and Captain Franklin was compelled to issue a little pounded meat which he had reserved for making pemmican for summer use. To divert the attention of the men from their wants, he encouraged the practice of sliding, upon sledges, down the steep bank of the river near their residence. These vehicles descended the snowy slope with much velocity, and ran a great distance upon the ice. The officers joined in the sport, and had numerous overturns: on one occasion, when Captain Franklin had been thrown from his seat and almost buried in the snow, a fat Indian woman drove her sledge over him, and sprained his knee severely.

It was not until the 14th of June, that the Indians considered the ice to have sufficiently broken up in the Coppermine river, to admit of its being navigated by canoes. Dr. Richardson had just before advanced with twenty men, women, and children, to the borders of Point Lake, where he found the snow deeper in many parts than it had been at any

time during the winter, near Fort Enterprise; and he likewise reported that the ice on the lake had scarcely begun to decay. As the time of departure approached, the Indians began to manifest a decided reluctance to proceed; and, on the 22d June, only five of them remained to accompany the expedition, which was then encamped in lat. 65° 12′ 40″ N., long. 113° 8′ 25″ W.

The Copper-mine river, like all those which they had hitherto navigated, was found to be full of rocks, rapids, and shoals, and in many places bridged with large masses of ice. The grassy plains on either side, however, abounded with game, particularly with those singular little animals known by the name of the musk-oxen, of which they killed several, but all of them lean, and the flesh by no means palatable; the weight of the largest did not exceed 300 pounds.

On the 7th of July, the expedition reached the most westerly part of that river; and on the 11th, Captain Franklin, with his officers, ascended a range of the Copper Mountains, varying in height from 1200 to 1500 feet, where they travelled for nine hours over a considerable space of ground, but found only a few small pieces of native copper. On the following day, the tents were pitched, under the shelter of a high hill, in lat. 67° 23′ 14″ N., long. 116° 6′ 51″ W. Some vestiges of an old Esquimaux encampment were observed near to this spot, and the stumps of the trees bore marks of the stone hatchets used by that people. It was now deemed expedient to send forward the two Esquimaux interpreters (Augustus and Junius), in order, if possible, to tranquillize the minds of their countrymen, with regard to the object of the expedition; and a strict watch was ordered to be kept at night, both by officers and men.

The herds of deer in this part of the country, attract great numbers of wolves, which are so sagacious, as rarely to be caught in any kind of trap. Inferior in speed to the deer, these creatures have recourse to a stratagem which seldom fails to succeed, in places where extensive plains are bounded by precipitous cliffs.

"Whilst the deer are quietly grazing, the wolves assemble in great

numbers, and, forming a crescent, creep slowly towards the herd, so as not to alarm them much at first; but when they perceive that they have fairly hemmed in the unsuspecting creatures, and cut off their retreat across the plain, they move more quickly, and with hideous yells terrify their prey, and urge them to flight by the only open way, which is that towards the precipice; appearing to know, that when the herd is once at full speed, it is easily driven over the cliff, the rearmost urging on those that are before. The wolves then descend at their leisure, and feast on the mangled carcases."

This stratagem was attempted on Dr. Richardson, near the above encampment.

"Having the first watch, he had gone to the summit of the hill, and remained there contemplating the river that washed the precipice under his feet, long after dusk had hid distant objects from his view. His thoughts were, perhaps, far distant from the surrounding objects, when he was roused by an indistinct noise behind him, and on looking round perceived that nine white wolves had ranged themselves in form of a crescent, and were advancing, apparently with the intention of driving him into the river. On his rising up they halted, and when he advanced they made way for his passage down to the tents. He had a gun in his hand, but forebore to fire, lest there should be Esquimaux in the neighbourhood. During the middle watch, the wolves appeared repeatedly on the summit of the hill, and at one time they succeeded in driving a deer over."

The first view of the Polar Sea was obtained by Dr. Richardson, from the top of a lofty hill, which he ascended after supper, on the 14th of July. Next day, the expedition arrived at the "Bloody Fall" of Hearne, situated in lat. 67° 42′ 35″ N., long. 115° 49′ 33″ W. The appearance of many different bands of Esquimaux, in the neighbourhood of this place, terrified the Indians to such a degree, that they determined not to proceed any farther, lest they should be surrounded and their retreat cut off. Captain Franklin endeavoured, by the offer of any remuneration they would choose, to prevail upon one or two of them to go on, but in vain; and he had much difficulty even in obtaining their promise to wait at the Copper Mountains for Mr. Wentzel, and four men whom he intended to discharge on his arrival at the ocean, then only nine miles distant. The fears which the

two Canadian interpreters now entertained respecting the voyage were also so great, that they requested to be discharged, urging that their services could no longer be requisite, as the Indians were going away; but these were the only two men of the party on whose skill in hunting Captain Franklin could rely, and he therefore peremptorily refused to part with them.

"Our Canadian voyagers," says he, "were amused with their first view of the sea, and particularly with the sight of the seals that were swimming about near the entrance of the river; but these sensations gave place to despondency before the evening had elapsed. They were terrified at the idea of a voyage through an icy sea in bark canoes. They speculated on the length of it,—the roughness of the water,—the uncertainty of procuring provisions,—the exposure to cold where we could expect no fuel,—and the prospect of having to traverse the barren grounds, to get to some establishment. The two interpreters (St. Germain and Adam) expressed their apprehensions with the least disguise, and again urgently applied to be discharged. Judging that the constant occupation of their time, as soon as we were enabled to commence the voyage, would prevent them from conjuring up so many causes of fear, and that familiarity with the scenes on the coast would, in a short time, enable them to give scope to their natural cheerfulness, the officers endeavoured to ridicule their fears, and happily succeeded for the present. The manner in which our faithful Hepburn viewed the element that he had been so long accustomed to, contributed not a little to make them ashamed of their fears.

"The despatches being finished, were delivered this evening to Mr. Wentzel, who parted from us at 8 P. M., with the Canadians whom I had discharged for the purpose of reducing our expenditure of provisions as much as possible. The remainder of the party, including officers, amounted to twenty persons. The situation of our encampment was ascertained to be, in lat. 67° 47′ 50″ N., and long. 115° 36′ 49″ W.; the variation of the compass 46° 25′ 52″ E., and the dip of the needle 88° 5′ 7″.

"It will be perceived, that the position of the mouth of the river, given by our observations, differs widely from that assigned by Mr. Hearne; but the accuracy of his description, conjoined with Indian information, assured us that we were at the very part he visited. I have, therefore, named the most conspicuous promontory we then saw 'Cape Hearne', as a just tribute to the memory of that persevering traveller."

A strong N. E. gale and a dense fog detained Captain Franklin at this resting place until noon on the 21st of July, when he embarked his party in two canoes, and commenced

the navigation of the Arctic Ocean; with a voyage before him of not less than 1200 geographical miles, Fort Churchill, on the western shore of Hudson's Bay, being the nearest spot at which he could hope to meet with a civilized human being. He had, it is true, some faint hope of meeting with Esquimaux along the coast, with whom he might, if necessary, pass the winter; but not one was to be seen, though the vestiges of their habitations were occasionally visible. The following will suffice to shew the desperate nature of this undertaking:

"July 25.—We had constant rain with thunder during the night. The nets furnished only three salmon-trout. Embarking at six A. M., we paddled against a cold breeze, until the spreading of a thick fog caused us to land. At noon, the wind coming from a favorable quarter tempted us to proceed, although the fog was unabated. We kept as close as we could to the main shore, but having to cross some bays, it became a matter of doubt whether we had not left the main, and were running along an island. Just as we were endeavouring to double a bold cape, the fog partially cleared away, and allowed us an imperfect view of a chain of islands on the outside, and of much heavy ice which was pressing down upon us. The shore near us was so steep and rugged, that no landing of the cargoes could be effected, and we were preserved only by some men jumping on the rocks, and thrusting the ice off with poles. There was no alternative but to continue along this dreary shore, seeking a channel between the different masses of ice which had accumulated at the various points. In this operation both the canoes were in imminent danger of being crushed by the ice, which was now tossed about by the waves that the gale had excited. We effected a passage, however, and keeping close to the shore, landed at the entrance of Detention Harbour, at nine P. M., having come 28 miles. I have named this cape after Mr. Barrow, of the Admiralty.

"We had much wind and rain during the night; and by the morning of the 26th a great deal of ice had drifted into the inlet. We embarked at four, and attempted to force a passage, when the first canoe got enclosed, and remained for some time in a very perilous situation, the pieces of ice, crowded together by the action of the current and wind, pressing strongly against its feeble sides. On the morning of the 27th, the ice remaining stationary at the entrance, we went to the bottom of the harbour, and carried the canoes and cargoes about a mile and a half across the point of land that forms the east side of it; but the ice was not more favorable there for our advancement than at the place we had left. On the morning of the 29th, the ice appearing less compact, we embarked to change our our situation, having consumed all the fuel within our reach. The wind came off the land just as the canoes had started, and we determined on attempting to force a passage along the shore; in which we fortunately

succeeded, after seven hours' labour, and much hazard to our frail vessels. They fortunately received no material injury, though they were split in two places. Our observations place the entrance of Detention Harbour in lat. 67° 53′ 45″, long. 110° 41′ 20″. Dr. Richardson discovered near the beach a small vein of galena, traversing gneiss rocks, and the people collected a quantity of it, in the hope of adding to our stock of balls; but their endeavours to smelt it, were, as may be supposed, ineffectual.

"Embarking at four on the morning of the 12th, we proceeded against a fresh N. E. wind, which raised the waves to a height that quite terrified our people, accustomed only to the navigation of rivers and lakes. We were obliged, however, to persevere in our advance, feeling as we did, that the short season for our operations was hastening away.

"Aug. 13.—We paddled close to the shore for some miles, and then ran before the breeze with reefed sails, scarcely two feet in depth. Both of the canoes shipped much water, and one of them struck twice on sunken rocks.

"Aug. 15.—In the evening we were exposed to much inconvenience and danger from a heavy rolling sea, the canoes receiving many severe blows, and shipping a good deal of water, which induced us to encamp, at five P. M. Shortly after the tents were pitched, Mr. Back reported that both canoes had sustained material injury during this day's voyage. I found on examination, that fifteen timbers of the first canoe were broken, some of them in two places; and that the second was so loose in the frame, that its timbers could not be bound in the usual secure manner, and consequently there was danger of its bark separating from the gunwales if exposed to a heavy sea. Distressing as were these circumstances, they gave me less pain than the discovery that our people, who had hitherto displayed a courage beyond our expectation, now felt serious apprehensions for their safety, which so possessed their minds, that they were not restrained, even by the presence of their officers, from expressing them. Their fears, we imagined, had been principally excited by the (Canadian) interpreters, who from the outset had foreboded every calamity; and we strongly suspected that their recent want of success in their hunting excursions, had proceeded from an intentional relaxation in their efforts to kill deer, in order that the want of provision might compel us to put a period to our voyage. I must now mention, that many concurrent circumstances had caused me, during the few last days, to meditate on the approach of this painful necessity. The strong breezes we had encountered led me to fear that the season was breaking up, and severe weather would soon ensue, which we could not sustain in a country destitute of fuel. Our stock of provision was now reduced to a quantity of pemmican only sufficient for three days' consumption, and the prospect of increasing it was not encouraging. It was evident that the time spent in exploring the Arctic and Melville Sounds, and Bathurst's Inlet, had precluded the hope of reaching Repulse Bay, which at the outset of the

voyage we had fondly cherished; and it was equally obvious, that as our distance from any of the trading establishments would increase as we proceeded, the hazardous traverse across the barren grounds, which we should have to make, if compelled to abandon the canoes upon any part of the coast, would become greater.

"I this evening communicated to the officers my sentiments on these points, as well as respecting our return, and was happy to find that their opinions coincided with my own. We were all convinced of the necessity of putting a speedy termination to our advance, and I announced my determination of returning at the end of four days, unless we should previously meet the Esquimaux, and be enabled to make some arrangement for passing the winter with them. This communication was joyfully received by the men.

"Aug. 16th.—We rounded a cape, which now bears the name of my lamented friend Captain Flinders, and had the pleasure to find the coast trending N. N. E., with the sea in the offing unusually clear of islands; a circumstance which afforded matter of wonder to our Canadians, who had not previously had an uninterrupted view of the ocean. Our course was continued along the coast until eight P. M., when a change of wind, and a threatening thunder squall, induced us to encamp. The Canadians had now an opportunity of witnessing the effect of a storm upon the sea; and the sight increased their desire of quitting it. The following observations were obtained,—lat. 68° 18′ 50″ N.; long. 110° 5′ 15″ W., (but 109° 25′ was used in the construction of the chart, as the chronometers were afterwards found to have altered their rates); variation 44° 15″ 46″ E.; and dip of the needle 89° 31′ 12″.

"Aug. 18th.—The stormy weather and sea continuing, there was no prospect of our being able to embark. Dr. Richardson, Mr. Back, and I, therefore, set out on foot to discover whether the land within a day's march inclined more to the east. We went from ten to twelve miles along the coast, which continued flat, and kept the same direction as the encampment. The most distant land we saw had the same bearing, N. N. E., and appeared like two islands, which we estimated to be six or seven miles off: the shore on their inside seemingly trended more to the east, so that it is probable Point Turnagain, for so this spot was named, forms the pitch of a low flat cape.

"Though it will appear from the chart, that the position of Point Turnagain is only six degrees and a half to the east of the mouth of the Copper-mine River, we sailed, in tracing this deeply indented coast, 555 geographical miles, which is little less than the distance between that river and Repulse Bay; supposing the latter to be in the longitude assigned to it by Middleton.

"When the many perplexing incidents which occurred during the survey of the coast are considered, in connection with the shortness of the period during which operations of the kind can be carried on, and the

distance we had to travel before we could gain a place of shelter for the winter, I trust it will be judged that we prosecuted the enterprise as far as was prudent, and abandoned it only under a well-founded conviction that a further advance would endanger the lives of the whole party, and prevent the knowledge of what had been done from reaching England. The active assistance I received from the officers, in contending with the fears of the men, demands my warmest gratitude. Our researches, as far as they have gone, seem to favor the opinion of those who contend for the practicability of a North-West Passage. The general line of coast probably runs east and west, nearly in the latitude assigned to Mackenzie's River, the Sound into which Kotzebue entered, and Repulse Bay; and very little doubt can, in my opinion, be entertained of the existence of a continued sea, in or about that line of direction. The portion of the sea over which we passed is navigable for vessels of any size; the ice we met, particularly after quitting Detention Harbour, would not have arrested a strong boat. The chain of islands," fringing the whole line of coast between the mouth of the Copper-mine river and Point Turnagain, and now named the Duke of York's Archipelago, "affords shelter from all heavy seas; and there are good harbours at convenient distances."

Captain Franklin's original intention, in the event of his being compelled to relinquish the survey of the coast, was to return by the Copper-mine river, and to travel to Great Slave Lake through the line of woods extending thither by the Great Bear and Marten Lakes; but his scanty stock of provisions, and the length of the voyage back from his present encampment, near Cape Flinders, obliged him to make for a nearer place. His voyage on the Arctic Sea, during which he had gone over 650 geographical miles, terminated on the 25th of August, at the mouth of a river named after Lieutenant Hood, the first rapid of which is situated in lat. 67° 19′ 23″ N., long. 109° 44′ 30″ W. Here he left an assortment of iron materials, beads, &c. in a conspicuous situation, for the Esquimaux; and planted the union-jack on a sandy eminence, where it might be seen by any ships passing in the offing. He also deposited in a tin box, for the information of Captain Parry, who was then employed in exploring the Arctic Sea from the eastward, a letter containing an outline of his proceedings, the latitudes and longitudes of the principal places he had visited, and the course he intended to pursue towards Slave Lake.

The discoveries made by this canoe expedition, will be best understood by an inspection of the well executed chart attached to Captain Franklin's published narrative. We shall merely observe, that Point Turnagain was the only part of the coast seen by him that extended as high as the latitude of 68½°; and that the shores between Cape Barrow and Cape Flinders, may be comprehended in one great gulf, running to the southward as low down as 66½°, or the Arctic circle; every where studded with islands, and indented with deep sounds, extensive bays, and convenient harbours. This he has distinguished by the appellation of "George IV's Coronation Gulf."

After proceeding only thirteen miles from the first rapid of Hood's River, the expedition arrived at a magnificent cascade about 250 feet in height, beyond which the river appeared so rapid and shallow, that it seemed useless to attempt advancing any farther in such large canoes. Captain Franklin therefore determined on taking them to pieces, and constructing out of their materials two smaller ones, of sufficient size to contain three persons, for the purpose of crossing any lakes or rivers that might be found to obstruct his progress, in as direct a line as possible, to the part of Point Lake opposite his spring encampment, which was then distant 149 miles. Every part of the luggage that could possibly be dispensed with, was left near the cascade; the officers carried such a portion of the stores as their strength would permit, and the weight of each man's load was thus reduced to about ninety pounds. The canoes were finished by the 31st of August, and the march through this barren and hitherto unknown country, commenced at an early hour on the following day, the party advancing at the rate of about a mile an hour, including rests. In the evening a lean cow was secured, out of a large drove of musk oxen; but the men were too much laden to carry more than a small portion of its flesh.

The evening of the 4th of September was warm, but dark clouds overspread the sky. Heavy rain commenced at midnight, and continued without intermission for five hours,

when it was succeeded by snow, on the wind changing to N. W., which soon increased to a violent gale.

"As we had nothing to eat," says Captain Franklin, "and were destitute of the means of making a fire, we remained in our beds all the day; but our blankets were insufficient to prevent us from feeling the severity of the frost, and suffering inconvenience from the drifting of the snow into our tents. There was no abatement of the storm next day; our tents were completely frozen, and the snow had drifted around them to the depth of three feet; even in the inside there was a covering of several inches on our blankets. The morning of the 7th cleared up a little, but the wind was still strong, and the weather extremely cold. From the unusual continuance of the storm, we feared the winter had set in with all its rigour, and that by longer delay we should only be exposed to an accumulation of difficulties; we therefore prepared for our journey, although we were in a very unfit condition for starting, being weak from fasting, and our garments stiffened by the frost. We had no means of making a fire to thaw them; the moss, at all times difficult to kindle, being now covered with ice and snow. A considerable time was consumed in packing up the frozen tents and bed-clothes, the wind blowing so strong that no one could keep his hands long out of his mittens.

"Just as we were about to commence our march I was seized with a fainting fit, in consequence of exhaustion and sudden exposure to the wind; but after eating a morsel of portable soup, I recovered so far as to be able to move on. The ground was covered a foot deep with snow, and the swamps over which we had to pass were entirely frozen; but the ice not being sufficiently strong to bear us, we frequently plunged knee-deep in water. Those who carried the canoes were repeatedly blown down by the violence of the wind, and they often fell, from making an insecure step on a slippery stone; on one of these occasions, the largest canoe was so much broken as to be rendered utterly unserviceable. This we felt was a serious disaster, as the remaining canoe having through mistake been made too small, it was doubtful whether it would be sufficient to carry us across the river. I may here remark, that our people had murmured a good deal at having to carry two canoes, though they were informed of the necessity of taking both, in case it should be deemed advisable to divide the party, in order to give the whole a better chance of procuring subsistence, and also for the purpose of sending forward some of the best walkers to search for Indians, and to get them to meet us with supplies of provisions. The power of doing this was now at an end. As the accident could not be remedied, we turned it to the best account, by making a fire of the bark and timber of the broken vessel, and cooked the remainder of our portable soup and arrow-root. This was a scanty meal after three days' fasting, but it served to allay the pangs of hunger, and enabled us to proceed at a quicker pace than before."

On the morning of the 8th, our travellers were obliged to ford a rapid stream, in consequence of which their clothes soon became stiff with the frost, and they walked with much pain the remainder of the day: the thermometer at night was no higher than 17°. On the 9th, they arrived at the *Congecatha-wha-chaga* of Hearne, when the canoe being put into the water was found extremely ticklish; it was, however, managed with much dexterity by three of the Canadians, who ferried over one passenger at a time, causing him to lie flat in its bottom. On the following day, a herd of musk-oxen was seen, and approached with the greatest caution, no less than two hours being consumed before the best hunters got within gun-shot. At length they opened their fire, and the rest of the party had the satisfaction of seeing one of the largest cows fall. "To skin and cut up the animal was the work of but a few minutes. The contents of its stomach were devoured upon the spot, and the raw intestines, which were next attacked, were pronounced by the most delicate of the party, to be excellent. A few willows, whose tops were seen peeping through the snow in the bottom of the valley, were quickly grubbed, the tents pitched, and supper cooked, and devoured with avidity." On the 12th, the snow was two feet deep, and "the whole of the men complained more of faintness and weakness than they had ever done before; their strength" says Captain Franklin, "seemed to have been impaired by the recent supply of animal food. Our supper consumed the last of our meat."

Their only resource now was lichens of the genus *gyrophora*, which the Canadians term *tripe de roche;* but this unpalatable weed soon became quite nauseous to the whole party, and in several persons it produced severe bowel complaints: Mr. Hood, in particular, suffered greatly from this cause.

On the 13th, the expedition reached the borders of Rum Lake, connected with which was a river, about 300 yards wide, flowing with great velocity through a broken rocky channel. Here a serious and nearly fatal accident occurred, which is thus related by Captain Franklin:

"Having searched for a part where the current was most smooth, the canoe was placed in the water at the head of a rapid, and St. Germain, Solomon Belanger, and I, embarked in order to cross. We went from the shore very well, but in mid-channel the canoe became difficult to manage under our burden, as the breeze was fresh. The current drove us to the edge of the rapid, when Belanger unluckily applied his paddle to avert the apparent danger of being forced down it, and lost his balance. The canoe was overset in consequence, in the middle of the rapid. We fortunately kept hold of it, until we touched a rock where the water did not reach higher than our waists; here we kept our footing, notwithstanding the strength of the current, until the water was emptied out of the canoe. Belanger then held it steady whilst St. Germain placed me in it, and afterwards embarked himself in a very dexterous manner. It was impossible, however, to embark Belanger, as the canoe would have been hurried down the rapid, the moment he raised his foot from the rock. We were, therefore, compelled to leave him in his perilous situation; but had not gone twenty yards before the canoe, striking on another sunken rock, went down. The place being shallow, we were again enabled to empty it, and the third attempt brought us to the shore. In the mean time Bĕlanger was suffering extremely, immersed to his middle in the centre of a rapid, the temperature of which was very little above the freezing point, and the upper part of his body covered with wet clothes, exposed, in a temperature not much above zero, to a strong breeze. He called piteously for relief, and St. Germain on his return endeavoured to embark him, but in vain. The canoe was hurried down the rapid, and when he landed he was rendered by the cold incapable of further exertion. At length, when Belanger's strength seemed almost exhausted, the canoe reached him with a small cord, and he was dragged perfectly senseless, through the rapid. It is impossible to describe my sensations as I witnessed the various unsuccessful attempts to relieve Belanger. The distance prevented my seeing distinctly what was going on, and I continued pacing up and down, regardless of the coldness of my drenched and stiffening garments. The canoe, in every attempt to reach him, was hurried amongst the rocky islets, with a rapidity that seemed to threaten certain destruction; once, indeed, I fancied that I saw it overwhelmed in the waves. Such an event would have been fatal to the whole party. Separated as I was from my companions, without gun, ammunition, hatchet, or the means of making a fire, my doom would have been speedily sealed. My companions too, driven to the necessity of coasting the lake, must have sunk under the fatigue of rounding its innumerable arms and bays, which, as we have since learned from the Indians, are very extensive. By the goodness of Providence, however, we were spared at that time, and some of us have been permitted to offer up our thanksgivings, in a civilized land, for the signal deliverances we then and afterwards experienced."

On the 18th, no *tripe de roche* was seen, but in clearing

the snow, to pitch the tents for the night, some Iceland moss was found, and boiled for supper. This weed, however, not having been soaked, proved so bitter, that few of the party could eat it. On the 21st, just before noon, the sun beamed through the haze for the first time for six days, and an observation was obtained in lat. 65° 7′ 6″ N. By this the officers discovered that they had kept to the eastward of the proper course, which may be attributed partly to the difficulty of preserving a straight line through an unknown country, unassisted by celestial observations, and in such thick weather that their view was often limited to a few hundred yards; but chiefly, to their total ignorance of the amount of the variation of the compass. On the 23d, the canoe, which had already been much injured by repeated falls, was wilfully broken, and no arguments were sufficient to prevail on the Canadians to carry it any farther; the officers being of a less robust habit, and less accustomed to privations, their strength was inadequate to the task. They had now been a whole day upon the borders of an extensive lake, and the appearance of some dwarf pines and willows, larger than usual, induced them to suppose that the Copper-mine-river was near. On the following day, they were drenched with rain, and reduced to the necessity of eating their old shoes; but the next morning they succeeded in killing five small deer, which unexpected supply reanimated the drooping spirits of the men, and filled every heart with gratitude. Never was the bounty of Providence more seasonably manifested.

"The voyagers," says Captain Franklin, "instantly petitioned for a day's rest, which we were most reluctant to grant, being aware of the importance of every moment at this critical period of our journey. But they so earnestly and strongly pleaded their recent sufferings, and their conviction that the quiet enjoyment of two substantial meals, after eight days' famine, would enable them to proceed next day more vigorously, that we could not resist their entreaties. We all suffered much inconvenience from eating animal food after our long abstinence, but particularly those men who indulged themselves beyond moderation. The Canadians, with their usual thoughtlessness, had consumed above a third of their portions that evening."

On the 26th, the expedition reached the Copper-mine

River, and encamped at the east end of Point Lake, about forty miles distant from Fort Enterprise. Here Captain Franklin commences one of the most dreadful tales of human misery on record.

"The men did not believe that this was the Copper-mine river, and so little confidence had they in our reckoning, and so much had they bewildered themselves on the march, that some of them asserted it was Hood's River, and others that it was the Bethe-tessey, which rises from a lake to the northward of Rum Lake, and holds a course to the sea parallel with that of the Copper-mine. In short, their despondency had returned, and they all despaired of seeing Fort Enterprise again. However, the steady assurances of the officers made some impression upon them, and they then deplored their folly and impatience in breaking the canoe. St. Germain being called upon to endeavour to construct a frame with willows, stated that he was unable to make one sufficiently large. It became necessary, therefore, to search for pines of sufficient size to form a raft; and being aware that such trees grow on the borders of Point Lake, we considered it best to trace its shores in search of them.

"As there was little danger of losing the paths of our hunters, I determined on sending Mr. Back forward, with the interpreters, to hunt. I had in view in this arrangement, the further object of enabling Mr. Back to get across the lake with two of these men, to convey the earliest possible account of our situation to the Indians. Accordingly, I instructed him to halt at the first pines he should come to, and then prepare a raft; if his hunters had killed animals, so that the party could be supported whilst we were making our raft, he was to cross immediately with St. Germain and Beauparlant, and send the Indians to us as quickly as possible with supplies of meat.

"Mr. Back and his companions set out at six in the morning, and we started at seven. As there were no means of distinguishing the footsteps of stragglers, I gave strict orders for all the party to keep together; our people, however, had become careless and disobedient, and had ceased to dread punishment, or hope for reward. Much time was lost in halting and firing guns to collect them, but the labour of walking was so much lightened by the disappearance of the snow, that we advanced seven or eight miles along the lake before noon, exclusive of the loss of distance in rounding its numerous bays. At length, we came to an arm, running away to the N. E., and apparently connected with the lake which we had coasted on the 22d, 23d, and 24th.

"The idea of again rounding such an extensive piece of water, and of travelling over so barren a country, was dreadful; and we feared that other arms, equally large, might obstruct our path, and that the strength of the party would entirely fail, long before we could reach the only part where

we were certain of finding wood, distant in a direct line 25 miles. While we halted to consider of this subject, and to collect the party, the carcase of a deer was discovered. It was putrid, but little less acceptable to us on that account; and a fire being kindled, a large portion was devoured on the spot. The men, cheered by this unlooked-for supply, became sanguine in the hope of being able to cross the stream on a raft of willows, although they had before declared such a project impracticable, and they unanimously entreated us to return back to the first rapid—a request which accorded with our own opinion, and was therefore acceded to. We supped on the remains of the putrid deer, and the men added its intestines to their meal.

"Sept. 28th.—The men commenced cutting willows for the construction of the raft; and, as an excitement to exertion, I promised a reward of 300 livres to the first person who should convey a line across the river, by which it could be managed in transporting the party.

"Sept. 29th.—Temperature of the rapid 38°. The raft was finished by seven; but as the willows were green, it proved to be very little buoyant, and was unable to support more than one man at a time. Several attempts were made by Belanger and Benoit, the strongest men of the party, to convey it across the stream, but they failed for want of oars. The tent poles tied together proved too short to reach the bottom, at a short distance from the shore; and a paddle which had been carried from the sea-coast by Dr. Richardson, did not possess sufficient power to move the raft in opposition to a strong breeze, which blew from the other side. All the men suffered extremely from the coldness of the water, in which they were necessarily immersed up to the waist, in their endeavours to aid Belanger and Benoit; and having witnessed repeated failures, they began to consider the scheme as hopeless.

"At this time, Dr. Richardson, prompted by a desire of relieving his suffering companions, proposed to swim across the river with a line, and to haul the raft over. He launched into the stream with the line round his middle; but when he had got a short distance from the bank, his arms were benumbed with cold, and he lost the power of moving them: still he persevered, and, turning on his back, had nearly gained the opposite bank, when his legs also became powerless, and to our infinite alarm we beheld him sink. We instantly hauled upon the line, and he came again on the surface, and was gradually drawn ashore in an almost lifeless state. Being rolled up in blankets, he was placed before a good fire of willows, and fortunately was just able to give some slight directions respecting the manner of treating him. He recovered strength gradually, and through the blessing

of God, was enabled in the course of a few hours to converse, and by the evening was sufficiently recovered to remove into the tent. We then regretted to learn, that the skin of his whole left side was deprived of feeling, in consequence of exposure to too great heat. He did not perfectly recover the sensation of that side until the following summer. I cannot describe what every one felt at beholding the skeleton which the Doctor's debilitated frame exhibited. When he stripped, the Canadians simultaneously exclaimed, 'Ah! que nous sommes maigres!' I have omitted to mention, that when he was about to step into the water, he put his foot on a dagger, which cut him to the bone; but this misfortune could not stop him from attempting the execution of his generous undertaking.

"On the 1st of October, we were rejoiced to see Mr. Back and his party. They had traced the lake about fifteen miles farther than we did, and found it unconnected with the one we fell in with on the 22d of September. St. Germain now proposed to make a canoe of the fragments of painted canvass in which we wrapped our bedding. In the afternoon, we had a heavy fall of snow, which continued all night. A man, who had been hunting, brought in the antlers and back bone of a deer. The wolves and birds of prey had picked them clean, but there still remained a quantity of the spinal marrow, which they had not been able to extract. This, although putrid, was esteemed a valuable prize; and the spine being divided into portions, was distributed equally. After eating the marrow, which was so acrid as to excoriate the lips, we rendered the bones friable by burning, and ate them also.

"On the following morning the ground was covered with snow to the depth of a foot and a half, and the weather was very stormy. It continued so all the day and night, and during the forenoon of the 3d. Having persuaded the people to gather some *tripe de roche*, I partook of a meal with them, and afterwards set out with the intention of going to St. Germain to hasten his operations; but, though he was only three-quarters of a mile distant, I spent three hours in a vain attempt to reach him, my strength being unequal to the labour of wading through the snow; and I returned quite exhausted, and much shaken by the numerous falls I had got. My associates were all in the same debilitated state, and poor Hood was reduced to a perfect shadow. Back was so feeble as to require the support of a stick in walking, and Dr. Richardson had lameness superadded to weakness. The voyagers were somewhat stronger than ourselves, but more indisposed to exertion, on account of their despondency. The sensation of hunger was no longer felt by any of us, yet we were scarcely able to converse upon any other subject than the pleasures of eating.

"Oct. 4.—The canoe being finished, St. Germain embarked, and amidst our prayers for his success, succeeded in reaching the opposite shore. The canoe was then drawn back again, and another person transported, and in this manner we were all conveyed over without any serious accident. By these frequent traverses the canoe was materially injured; and latterly it filled each time with water before reaching the shore, so that all our garments and bedding were wet, and there was not a sufficiency of willows upon the southern side of the river to dry them."

That no time might be lost in procuring relief, Captain Franklin immediately despatched Mr. Back, with three men to search for the Copper-Indians, directing him to go to Fort Enterprise, where it was expected they would be, or where, at least, a note from Mr. Wentzel would be found to direct him in his search for them. Junius, the Esquimaux, had previously strayed in search of the remains of animals, and never rejoined the expedition. The remainder of the officers and men went supperless to bed.

"Showers of snow fell frequently during the night. We were all on foot by day-break; but from the frozen state of our tents and bed-clothes, it was long before the bundles could be made, so that it was eight o'clock before we started. I kept with the foremost men, to cause them to halt occasionally until the stragglers came up. All of us were much fatigued, particularly Mathew Crédit; the *tripe de roche* disagreed with this man and with Registe Vaillant, in consequence of which, they were the first whose strength totally failed. We had a small quantity of this weed in the evening, and the rest of our supper was made up of scraps of roasted leather. The distance walked to-day was six miles.

"As Crédit was very weak in the morning, his load was reduced to little more than his personal luggage, consisting of his blanket, shoes, and gun. Previous to setting out, the whole party ate the remains of their old shoes and whatever scraps of leather they had, to strengthen their stomachs. We left the encampment at nine, and pursued our route over a range of black hills. The wind having increased to a strong gale, became piercingly cold, and the drift rendered it difficult for those in the rear to follow the track over the heights; whilst in the valleys, where it was sufficiently marked, from the depth of the snow, the labour of walking was proportionably great. About noon, François Samandré coming up, informed us that Crédit and Vaillant could advance no further. Some willows being discovered in a valley near us, I proposed to halt there, whilst Dr. Richardson (weak as he was from his late exertion) went back to visit them. He found Vaillant about a mile and a half in the rear, much exhausted with cold and fatigue. Having encouraged him to advance to the fire, after

repeated solicitations he made the attempt, but fell down amongst the deep snow at every step. Leaving him in this situation, the Doctor went about half a mile farther back, to the spot where Crédit was said to have halted; but the tract being nearly obliterated by the snow drift, it became unsafe for him to go further. Returning he passed Vaillant, who, having only moved a few yards in his absence, was unable to rise, and could scarcely answer his questions. Being unable to afford him any effectual assistance, he hastened on to inform us of his situation. When J. B. Belanger had heard the melancholy account, he went immediately to aid Vaillant, and found him lying on his back, benumbed with cold, and incapable of being roused. The stoutest men of the party were now earnestly entreated to bring him to the fire, but they declared themselves unequal to the task."

As there was every reason to fear that other men would speedily sink under the combined pressure of famine, fatigue, and inclement weather; and as those who were strongest urged Captain Franklin to allow them to throw down their loads, and push on with their utmost speed for Fort Enterprise, though they knew not a foot of the way, and none of the officers were sufficiently strong to keep up at the pace they would then walk; Dr. Richardson and Mr. Hood generously proposed to remain, with a single attendant, at the first place where sufficient wood and *tripe de roche* should be found for ten days' consumption, and that Captain Franklin should proceed as expeditiously as possible to the house, and thence send them immediate relief. They strongly urged, that this arrangement would contribute to the safety of the rest of the party, by relieving them from the burden of a tent and several other articles, and that they might afford aid to Crédit, if he should unexpectedly come up. Captain Franklin was distressed beyond description at the thought of leaving them in such a situation, but there was no other alternative, and therefore he reluctantly acceded to their wishes. This resolution was communicated to the men, who promised, with great appearance of earnestness, to return to those officers upon obtaining the first supply of food. The remainder of the 6th of October was spent without even their usual nauseous repast, as the weather did not permit the gathering of *tripe de roche;* and, says Captain Franklin, "the painful

retrospection of the melancholy events of the day banished sleep; and we shuddered as we contemplated the dreadful effects of this bitterly cold night on our late companions, if still living. Some faint hopes were entertained of Crédit surviving the storm, as he was provided with a good blanket, and had some leather to eat."

"The weather was mild next morning. We left the encampment at nine, and, a little before noon, came to a pretty extensive thicket of small willows, near which there appeared a supply of *tripe de roche* on the face of the rocks. At this place, Dr. Richardson and Mr. Hood determined to remain with John Hepburn, who volunteered to stop with them. Their tent was securely pitched, a few willows were collected, and the ammunition and all other articles deposited, except each man's clothing, the other tent, a sufficiency of ammunition for the journey, and the officers' journals. I had only one blanket, which was carried for me, and two pair of shoes. The offer was now made for any of the men, who felt themselves too weak to proceed, to remain behind; but none of them accepted it. Michel, the Iroquois, alone felt some inclination to do so. After we had united in thanksgiving and prayers to Almighty God, I separated from my friends, deeply afflicted that a train of melancholy circumstances should have demanded of me the severe trial of parting, in such a condition, from persons who had become endeared to me by their constant kindness and co-operation, and a participation of numerous sufferings.

"We set out without waiting to take any of the *tripe de roche;* and the labour of wading through the snow so fatigued the whole of us, that we were compelled to halt, after a march of four miles and a half. J. B. Belanger and Michel were left far behind, and, when they joined us, appeared quite exhausted. The former, bursting into tears, declared his inability to proceed, and both of them begged me to let them go back next morning. The sudden failure in the strength of these men cast a gloom over the rest, which I tried in vain to remove, by repeated assurances that the distance to Fort Enterprise was short, and that we should, in all probability, reach it in four days. Not being able to find any *tripe de roche,* we drank an infusion of the Labrador tea plant (*ledum palustre*), and ate a few morsels of burnt leather for supper. We were unable to raise the tent, and found its weight too great to carry it on; we therefore cut it up, and each person took a part of the canvass for a cover. The night was bitterly cold, and though we lay as close to each other as possible, having no shelter, we could not keep ourselves sufficiently warm to sleep.

"In the morning of the 8th, Belanger and Michel renewed their request to be permitted to go back to the officers' encampment, assuring me they were still weaker than on the preceding evening, and urging that the stopping at a place where there was a supply of *tripe de roche* was their

only chance of preserving life. Under these circumstances, I could not do otherwise than yield to their desire. Michel was very particular in his enquiries respecting the direction of Fort Enterprise, and the course we meant to pursue; he also said, that if he should be able, he would go and search for Vaillant and Crédit.

"Scarcely were our arrangements finished before Ignace Perrault and Vincenza Fontano were seized with a fit of dizziness, and betrayed other symptoms of extreme debility. Some tea was quickly prepared for them, and after drinking it, and eating a few morsels of burnt leather, they recovered, and expressed their desire to go forward; but other men, alarmed at what they had just witnessed, became doubtful of their own strength, and, giving way to absolute dejection, declared their inability to move. After much entreaty, I got them to set out at ten A. M.

"By the time we had gone about 200 yards, Perrault became again dizzy, and desired us to halt, which we did, until he, recovering, offered to march on. Ten minutes more had hardly elapsed before he again desired us to stop, and, bursting into tears, declared he was totally exhausted, and unable to accompany us further. As the spot at which we rested last night was not more than a quarter of a mile distant, we recommended that he should return to it, and rejoin Belanger and Michel, whom we knew to be still there, from perceiving the smoke of a fresh fire. He readily acquiesced in the proposition, and turned back, keeping his gun and ammunition. During these detentions, Augustus, becoming impatient of the delay, had walked on, and we lost sight of him. The labour we experienced in wading through the deep snow induced us to cross a moderate sized lake, which lay in our track, but we found this operation far more harassing. As the surface of the ice was perfectly smooth, we slipt at almost every step, and were frequently blown down by the wind, with such force as to shake our whole frames.

"Poor Fontano was completely exhausted by the labour of this traverse, and we made a halt until his strength was recruited, by which time the party was benumbed with cold. Proceeding again, he got on tolerably well for a little time; but being once more seized with faintness and dizziness, he fell often, and at length exclaimed that he could go no further. I cannot describe my anguish on the occasion of separating from another companion under circumstances so distressing. There was, however, no alternative. The extreme debility of the rest of the party put the carrying him quite out of the question, as he himself admitted; and it was evident that the frequent delays he must occasion, if he accompanied us, and did not gain strength, would endanger the lives of the whole. By returning he had the prospect of getting to the officers' tent, where *tripe de roche* could be obtained, which agreed with him better than with any other of the party, and which he was always very assiduous in gathering. After some hesitation, he determined on going back (instead of remaining where he

was, which he at first seemed desirous to do), and set out, having bid each of us farewell in the tenderest manner.

"The party was now reduced to five persons, Jean Baptiste Adam, Joseph Peltier, Joseph Benoit, François Samandré, and myself.

"Next morning the wind was moderate and the weather mild, which enabled us to collect some *tripe de roche*, and to enjoy the only meal we had had for four days. Without the strength it supplied, we should certainly have been unable to oppose the strong breeze we met in the afternoon. At length (on the 11th of October) we reached Fort Enterprise, and to our infinite disappointment and grief, found it a perfectly desolate habitation. There was no deposit of provision, no trace of the Indians, nor no letter from Mr. Wentzel to point out where they might be found. It would be impossible to describe our sensations after entering this miserable abode, and discovering how we had been neglected: the whole party shed tears, not so much for our own fate, as for that of our friends in the rear, whose lives depended entirely on our sending them immediate relief.

"I found a note, however, from Mr. Back, stating that he had reached the house two days before, and was going in search of the Indians, at a part where St. Germain deemed it probable they might be found. If he was unsuccessful, he proposed walking on to Fort Providence, and sending succour from thence; but he doubted whether he or his party could perform the journey to that place in their present debilitated state.

"We now looked round for the means of subsistence, and were gratified to find several deer-skins which had been thrown away during our former residence here. The bones were gathered from the heap of ashes, and these, with the skins, and the addition of *tripe de roche*, we considered would support us tolerably well for a time. As to the house, the parchment being torn from the windows, the apartment we selected for our abode was exposed to all the rigour of the season. The temperature was now between 15° and 20° below zero. We procured fuel by pulling up the flooring of the other rooms, and water for cooking by melting the snow. Whilst we were seated round the fire, singeing the deer-skin for supper, we were rejoiced by the unexpected appearance of Augustus. He had followed quite a different course from ours, and the circumstance of his having found his way through a part of the country he had never been in before, must be considered as a remarkable proof of sagacity.

"When I arose the following morning, my body and limbs were so swollen that I was unable to walk more than a few yards. Adam was in a still worse condition, being quite incapable of rising without assistance. My other companions happily experienced this inconvenience in a less degree, and went to collect bones and some *tripe de roche*, which supplied us with two meals. On the 13th, the wind blew violently from S. E., and the snow drifted so much that the party were confined to the house. In the afternoon of the following day, Solomon Belanger arrived with a note

from Mr. Back, stating that he had seen no trace of the Indians, and desiring further instructions as to the course he should pursue. Bélanger's situation, however, required our first care, as he came in almost speechless, and covered with ice, having fallen into a rapid, (on his way from Round-Rock Lake,) and, for the third time since we left the sea-coast, narrowly escaped drowning.

"The absence of all traces of Indians on Winter River convinced me that they were at this time on their way to Fort Providence, and that by proceeding towards that post we should overtake them, as they move slowly when they have their families with them. This route also offered us the prospect of killing deer in the vicinity of Rein-Deer Lake. Upon these grounds, I determined on taking the route to Fort Providence as soon as possible, and wrote to Mr. Back, desiring him to join me at Rein-Deer Lake, and detailing the occurrences since we parted, that our friends might receive relief, in case of any accident happening to me. Belanger did not recover sufficient strength to leave us before the 18th.

"In making arrangements for our departure, Adam disclosed to me, for the first time, that he was affected with œdematous swellings in some parts of the body, to such a degree as to preclude the slightest attempt at marching. It now became necessary to abandon the original intention of proceeding with the whole party, and Peltier and Samandré having volunteered to remain with Adam, I determined on setting out with Benoit and Augustus, intending to send them relief by the first party of Indians we should meet. Having patched up three pair of snow-shoes, and singed a quantity of skin for the journey, we started on the morning of the 20th.

"At first we were so feeble as scarcely to be able to move forwards, and the descent of the bank of the river through the deep snow was a severe labour. After walking six hours upon the ice, where the snow was less deep, we had only gained four miles, and were then compelled by fatigue to halt on the borders of Round-Rock Lake. We found the night bitterly cold, and the wind pierced through our famished frames.

"The next morning was mild and pleasant for travelling, but we had not gone many yards before I had the misfortune to break my snow-shoes by falling between two rocks. This accident prevented me from keeping pace with Benoit and Augustus, and in the attempt I became quite exhausted. Feeling convinced that their being delayed on my account, might prove of fatal consequence to the rest, I resolved on returning to the house, and letting them proceed alone in search of the Indians. I therefore halted them only whilst I wrote a note to Mr. Back, stating the reason of my return, and desiring he would send meat from Rein-Deer Lake by these men, if St. Germain should kill any animals there. If Benoit should miss Mr. Back, I directed him to proceed to Fort Providence, and furnished him with a letter to the gentleman in charge of that post, requesting immediate supplies.

"On my return to the house, I found Samandré very dispirited, and too weak, as he said, to render any assistance to Peltier, upon whom the whole labour of getting wood and collecting the means of subsistence would have devolved. Conscious too that his strength would have been unequal to these tasks, they had determined upon taking only one meal each day; so that I felt my going back particularly fortunate, as I hoped to stimulate Samandré to exertion, and at any rate could contribute some help to Peltier. I undertook the office of cooking, and insisted they should eat twice a-day, whenever food could be procured; but as I was too weak to pound the bones (for making soup), Peltier agreed to do that in addition to his more fatiguing task of getting wood. We had a violent snow-storm all the next day, and this gloomy weather increased the depression of spirits under which Adam and Samandré were labouring. Neither of them would quit their beds, and they scarcely ceased from shedding tears all day; in vain did Peltier and myself endeavour to cheer them. Our situation was indeed distressing, but, in comparison with that of our friends in the rear, we thought it happy. Their condition gave us unceasing solicitude, and was the principal subject of our conversation.

"On the 26th, having expended all the wood which we could procure from our present dwelling without danger of its fall, Peltier began to pull down the partitions of the adjacent houses. Though these were only distant about twenty yards, yet the increase of labour in carrying the wood fatigued him so much that by the evening he was exhausted. On the next day his weakness was such, especially in the arms, that he with difficulty lifted the hatchet; still he persevered, while Samandré and I assisted him in bringing in the wood; but our united strength could only collect sufficient to replenish the fire four times in the course of a day. As the insides of our mouths had become sore from eating the bone-soup, we relinquished the use of it, and now boiled the skin, which mode of dressing we found more palatable than frying it, as we had hitherto done.

"On the 29th, we endeavoured to pick some *tripe de roche*, but in vain, as it was entirely frozen. In searching for bones, under the snow, I found several pieces of bark, which proved a valuable acquisition, as we were almost destitute of dry wood proper for kindling the fire. Whilst we were seated this evening, discussing about the anticipated relief, the conversation was suddenly interrupted by Peltier's exclaiming with joy, '*Ah! le monde!*' imagining that he heard the Indians in the other room; immediately afterwards, to his bitter disappointment, Dr. Richardson and Hepburn entered, each carrying his bundle. When I saw them alone my mind was instantly filled with apprehensions respecting our other companions, which were immediately confirmed by the Doctor's melancholy communication, that Mr. Hood and Michel were dead. Perrault and Fontano had neither reached the tent, nor been heard of by them. This intelligence produced a melancholy despondency in the minds of my party, and on that account the particulars were deferred until another opportunity. We were all shocked at

beholding the emaciated countenances of the Doctor and Hepburn, as they strongly evidenced their extremely debilitated state. The alteration in our appearance was equally distressing to them; for since the swellings had subsided we were little more than skin and bone. The Doctor particularly remarked the sepulchral tone of our voices, which he requested us to make more cheerful if possible, unconscious that his own partook of the same key.

"Hepburn having shot a partridge, which was brought to the house, the Doctor tore out the feathers, held it to the fire a few minutes, and then divided it into six portions. I and my companions ravenously devoured our shares, as it was the first morsel of flesh either of us had tasted for *thirty-one* days, unless, indeed, the small gristly particles which we found occasionally adhering to the pounded bones may be termed flesh. The doctor having brought his prayer-book and testament, some prayers and psalms, and portions of scripture appropriate to our situation, were read, and we retired to bed."

The dismal tale of what had befallen Mr. Hood and the Iroquois is well and feelingly told by Dr. Richardson.

It appears that, after Captain Franklin had bidden the tent party farewell, they remained seated by the fireside as *long* as the willows cut by the Canadians lasted. They had *no tripe de roche* that day, but drank an infusion of the country tea-plant, which was grateful from its warmth, although it afforded no sustenance. They then retired to bed, and remained there all the next day, as the weather was stormy, and the snow-drift so heavy as to destroy every prospect of success in their endeavours to kindle another fire. The officers of the expedition, previous to leaving London, had been furnished by a lady with a small collection of religious books, "of which," says the Doctor, "we still retained two or three, and they proved of incalculable benefit to us. We read portions of them to each other as we lay in bed, in addition to the morning and evening service, and found that they inspired us on each perusal with so strong a sense of the omnipresence of a beneficent God, that our situation, even in these wilds, appeared no longer destitute; we conversed, not only with calmness, but with cheerfulness, detailing with unrestrained confidence the past events of our lives, and dwelling with hope on our future prospects. Had my poor friend (Hood) been spared to revisit his native land, I should look back to this period with unalloyed delight.

"On the morning of the 9th of October," continues Dr. Richardson, "the weather was clear, and I went out in quest of *tripe de roche*, leaving Hepburn to cut willows for a fire, and Mr. Hood in bed. I had no success, as yesterday's snow-drift was so frozen on the surface of the rocks that I could not collect any of the weed; but on my return to the tent I found that Michel, the Iroquois, had come with a note from Captain Franklin, which stated that this man and Jean Baptiste Belanger were about to return to us, and that a mile beyond our present encampment there was a clump of pine-trees, to which he recommended us to remove the tent. Michel informed us that, having missed his way, he had passed the night on the snow a mile or two to the northward of us. Belanger, he said, being impatient, left the fire about two hours earlier, and as he had not arrived, he supposed must have gone astray. It will be seen in the sequel, that we had more than sufficient reason to doubt the truth of this story.

"Michel now produced a hare and a partridge, which he had killed in the morning. This unexpected supply of provision was received by us with a deep sense of gratitude to the Almighty for his goodness, and we looked upon the Iroquois as the instrument he had chosen to preserve all our lives. Michel complained of cold, and Mr. Hood offered to share his buffalo robe with him at night. I gave him one of two shirts which I wore, whilst Hepburn, in the warmth of his heart, exclaimed, 'How I shall love this man if I find that he does not tell lies like the others!' Our meals being finished, we arranged that the greatest part of the things should be carried to the pines the next day; and, after reading the evening service, retired to bed, full of hope.

"Early in the morning, Hepburn, Michel, and myself, carried the ammunition, and most of the other heavy articles, to the pines. Michel was our guide, and it did not occur to us at the time, that his conducting us perfectly straight was incompatible with his story of having mistaken his road in coming to us. He now informed me that he had, on his way to the tent, left on a hill above the pines a gun and forty-eight balls, which Perrault had given to him when, with the rest of Captain Franklin's party, he took leave of him. It will be seen on a reference to the Captain's journal, that Perrault carried his gun and ammunition with him when they parted from Michel and Belanger. After we had made a fire, and drank a little of the country tea, Hepburn and I returned to the tent, where we arrived in the evening, much exhausted with our journey. Michel preferred sleeping where he was, and requested us to leave him the hatchet. Mr. Hood remained in bed all this day. Seeing nothing of Belanger we gave him up for lost.

"On the 11th, after waiting until late in the morning for Michel, who did not come to assist us, Hepburn and I loaded ourselves with the bedding, and, accompanied by Mr. Hood, set out for the pines. Mr. Hood was much affected with dimness of sight, giddiness, and other symptoms

of extreme debility, which caused us to move very slowly, and to make frequent halts. On arriving at the pines, we were much alarmed to find that Michel was absent. We feared that he had lost his way in coming to us, although it was not easy to conjecture how that could have happened, as our footsteps of yesterday were very distinct. Hepburn went back for the tent, and returned with it after dusk, completely worn out with the fatigue of the day. Michel too arrived at the same time, and relieved our anxiety on his account. He reported that he had been in chase of some deer which passed near his sleeping-place in the morning, and although he did not come up with them, yet that he found a wolf which had been killed by the stroke of a deer's horn, and had brought a part of it. We implicitly believed this story then, but afterwards became convinced from circumstances, the detail of which may be spared, that it must have been a portion of the body of Belanger or Perrault. A question of moment here presents itself; namely, whether he actually murdered these men, or either of them, or whether he found the bodies in the snow. Captain Franklin, who is the best able to judge of this matter, from knowing their situation when he parted from them, suggested the former idea. When Perrault turned back, Captain Franklin watched him until he reached a small group of willows, which was immediately adjoining to the fire, and concealed it from view, and at this time the smoke of fresh fuel was distinctly visible. Captain Franklin conjectures that Michel, having already destroyed Belanger, completed his crime by Perrault's death, in order to screen himself from detection: the subsequent conduct of the man showed that he was capable of committing such a deed. It is not easy to assign any other adequate motive for his concealing from us that Perrault had turned back; while his request overnight that we should leave him the hatchet, and his cumbering himself with it when he went out in the morning, unlike a hunter, who makes use only of his knife when he kills a deer, seem to indicate that he took it for the purpose of cutting up something that he knew to be frozen. These opinions, however, are the result of subsequent considerations.

"On the following morning the tent was pitched; Michel went out early, refused my offer to accompany him, and remained away the whole day. On the 14th he again set out, as he said, to hunt, but returned unexpectedly in a very short time. This conduct surprised us, and his contradictory and evasory answers to our questions excited some suspicions, but they did not turn towards the truth. In the course of the 15th he expressed much regret that he had stayed behind Captain Franklin's party, and declared that he would set out for the house at once if he knew the way. Next day he refused either to hunt or cut wood, spoke in a very surly manner, and threatened to leave us. Under these circumstances, Mr. Hood and I deemed it better to promise, if he would hunt diligently for four days, that then we would give Hepburn a letter for Captain Franklin, a compass, inform him what course to pursue, and let them proceed to-

gether to the fort. We had the fullest confidence in Hepburn's returning the moment he could obtain assistance.

"On the 17th, I went to conduct Michel to where Vaillant's blanket was left; and after walking about three miles, pointed out the hills to him at a distance, and returned to the tent, having gathered a bagful of *tripe de roche* on the way. He returned in the afternoon of the 18th, having found the blanket, together with a bag containing two pistols, and some other things which had been left beside it. Mr. Hood was now so weak as to be scarcely able to sit up at the fire-side, and complained that the least breeze of wind seemed to blow through his frame. We lay close to each other during the night, but the heat of the body was no longer sufficient to thaw the frozen rime formed by our breaths on the blankets that covered him.

"At this period we avoided as much as possible conversing upon the hopelessness of our situation, and generally endeavoured to lead the conversation towards our future prospects in life. The fact is, that with the decay of our strength, our minds decayed, and we were no longer able to bear the contemplation of the horrors that surrounded us. Each of us, if I may be allowed to judge from my own case, excused himself from so doing, by a desire of not shocking the feelings of the others; for we were sensible of one another's weakness of intellect, though blind to our own. Yet we were calm and resigned to our fate; not a murmur escaped us, and we were punctual and fervent in our addresses to the Supreme Being.

"On the 19th Michel refused to hunt, or even to assist in carrying a log of wood to the fire, which was too heavy for Hepburn's strength and mine: amongst other angry expressions, he made use of the following remarkable one:—"It is no use hunting; there are no animals; you had better kill and eat me." At length, however, he went out, but returned very soon, with a report that he had seen three deer, which he was unable to follow from having wet his foot in a small stream of water thinly covered with ice, and being consequently obliged to come to the fire.

"*Sunday, Oct.* 20.—In the morning we again urged Michel to go a hunting, that he might if possible leave us some provision, to-morrow being the day appointed for his quitting us; but he shewed great unwillingness, and lingered about the fire, under the pretence of cleaning his gun. After we had read the morning service, I went about noon to gather some *tripe de roche*, leaving Mr. Hood sitting before the tent at the fire-side arguing with Michel; Hepburn was employed in cutting down a tree, at a short distance from the tent, being desirous of accumulating a quantity of fire-wood before he left us. A short time after I went out I heard the report of a gun, and about ten minutes afterwards, Hepburn called to me, in a voice of great alarm, to come directly. When I arrived, I found poor Hood lying lifeless at the fire-side, a ball having apparently entered his forehead. I was at first horror-struck with the idea, that in a

fit of despondency he had hurried himself into the presence of his Almighty Judge, by an act of his own hand; but the conduct of Michel soon gave rise to other thoughts, and excited suspicions which were confirmed when, upon examining the body, I discovered that the shot had entered the back part of the head, and passed out at the forehead, and that the muzzle of the gun had been applied so close as to set fire to the night-cap behind. The gun, which was of the longest kind supplied to the Indians, could not have been placed in a position to inflict such a wound, except by a second person. Upon inquiring of Michel how it happened, he replied, that Mr. Hood had sent him into the tent for the short gun, and that during his absence the long one had gone off, he did not know whether by accident or not. He held the short gun in his hand at the time he was speaking to me. Hepburn afterwards informed me, that, previous to the report of the gun, Mr. Hood and Michel were speaking to each other in an elevated angry tone; that Mr. Hood, being seated at the fire-side, was hid from him by intervening willows; but that on hearing the report, he looked up and saw Michel rising from before the tent-door, or just behind where Mr. Hood was seated, and then going into the tent. Thinking that the gun had been discharged for the purpose of cleaning it, he did not go to the fire at first; and when Michel called out to him that Mr. Hood was dead, several minutes had elapsed. Although I dared not openly to evince any suspicion that I thought Michel guilty of the deed, yet he repeatedly protested that he was incapable of committing such an act, kept constantly on his guard, and carefully avoided leaving Hepburn and me together. He was evidently afraid of permitting us to converse in private, and whenever Hepburn spoke, he inquired if he accused him of the murder. It is to be remarked, that he understood English very imperfectly, yet sufficiently to render it unsafe for us to speak on the subject in his presence. We removed the body into a clump of willows behind the tent, and, returning to the fire, read the funeral service in addition to the evening prayers. The loss of a young officer, of such distinguished and varied talents and application, may be felt and duly appreciated by the eminent characters under whose command he had served; but the calmness with which he contemplated the probable termination of a life of uncommon promise, and the patience and fortitude with which he sustained, I may venture to say, unparalleled bodily sufferings, can only be known to the companions of his distresses. Owing to the effect that the *trive de roche* invariably had, when he ventured to taste it, he undoubtedly suffered more than any of the survivors of the party. '*Bickersteth's Scripture Help*' was lying open beside the body, as if it had fallen from his hand; and it is probable, that he was reading it at the moment of his death. We passed the night in the tent together, without rest, every one being on his guard.

"Next day, having determined on going to the fort, we began to patch and prepare our clothes for the journey. We singed the hair off the buf-

falo robe that belonged to Mr. Hood, and boiled and ate a part of it. In the afternoon, a flock of partridges coming near the tent, Michel killed several, and shared them with us.

"Thick snowy weather and a head-wind prevented us from starting the following day; but on the morning of the 23d, we set out, carrying with us the remainder of the singed robe. In the course of the march Michel alarmed us much by his gestures and conduct, was constantly muttering to himself, expressed an unwillingness to go to the fort, and tried to persuade me to go to the woods on the Copper-mine river, where he said he could maintain himself all the winter by killing deer. In consequence of this behaviour, and the expression of his countenance, I requested him to leave us, and to go to the southward by himself. This proposal increased his ill-nature; he threw out some obscure hints of freeing himself from all restraint on the morrow; and I overheard him muttering threats against Hepburn, whom he openly accused of having told stories against him. He also, for the first time, assumed such a tone of superiority in addressing me, as evinced that he considered us to be completely in his power; and he gave vent to several expressions of hatred towards the white people, some of whom, he said, had killed and eaten his uncle and two other of his relations. In short, taking every circumstance of his conduct into consideration, I came to the conclusion that he would attempt to destroy us on the first opportunity that offered, and that he had hitherto abstained from doing so from his ignorance of his way to the fort, but that he would never suffer us to go thither in company with him. In the course of the day, he had several times remarked that we were pursuing the same course that Captain Franklin had done, and that by keeping towards the setting sun he could find the way himself. Hepburn and I were not in a condition to resist even an open attack, nor could we by any device escape from him. Our united strength was far inferior to his, and, beside his gun, he was armed with two pistols, an Indian bayonet, and a knife. In the afternoon, coming to a rock on which there was some *tripe de roche*, he halted, and said he would gather it whilst we went on, and that he would soon overtake us. Hepburn and I being now left together, for the first time since Mr. Hood's death, he acquainted me with several material circumstances which he had observed of Michel's behaviour, and which confirmed me in the opinion that there was no safety for us except in his death, and he offered to be the instrument of it. I determined, however, as I was thoroughly convinced of the necessity of such a dreadful act, to take the whole responsibility upon myself; and, immediately upon Michel's coming up, I put an end to his life by shooting him through the head with a pistol. Had my own life alone been threatened, I would not have purchased it by such a measure; but I considered myself as entrusted also with the protection of Hepburn's; a man who, by his humane attentions and devotedness, had so endeared himself to me, that I felt more anxiety for his safety than for my own. Michel had gathered no *tripe de roche*,

and it was evident to us that he had halted for the purpose of putting his gun in order, with the intention of attacking us, perhaps, whilst we were in the act of encamping."

On the day after his arrival at Fort Enterprise, the Doctor scarified the swelled parts of Adam's body, when a large quantity of water flowed out, and he obtained some ease, but still kept his bed. In less than 48 hours afterwards, the only other Canadians there, Peltier and Samandré, breathed their last; and Captain Franklin himself was so dreadfully reduced, that he could scarcely render the least assistance in collecting bones and fuel. The strength of Dr. Richardson and the faithful Hepburn also rapidly declined, and was very nearly exhausted when, providentially, on the 7th of November, the long-expected relief arrived, by the hands of three Indians, from Akaitcho's encampment.

"They brought but a small supply, that they might travel quickly. It consisted," says Captain Franklin, "of dried deer's meat, some fat, and a few tongues. Dr. Richardson, Hepburn, and I, eagerly devoured the food, which they imprudently presented to us in too great abundance, and in consequence we suffered dreadfully from indigestion, and had no rest the whole night. Adam, being unable to feed himself, was more judiciously treated by them, and suffered less; his spirits revived hourly. The circumstance of our eating more food than was proper in our present condition, was another striking proof of the debility of our minds. We were perfectly aware of the danger, and Dr. Richardson repeatedly cautioned us to be moderate; but he was himself unable to practise the caution he so judiciously recommended.

"The youngest of the Indians, after resting about an hour, returned to Akaitcho, with the intelligence of our situation, and he conveyed a note from me to Mr. Back, requesting another supply of meat as soon as possible. The two others, 'Crooked-Foot' and 'The Rat,' remained to take care of us, until we should be able to move forward. They set about every thing with an activity that amazed us; and the improved state of our apartment, and the large and cheerful fires they kept up, produced in us a sensation of comfort to which we had long been strangers."

By these men, Captain Franklin also received a letter from Mr. Back, stating that one of his little party had fallen a victim to cold, fatigue, and hunger, about the middle of October. We must now hasten to the conclusion of this most disastrous journey.

Eight days elapsed, and the inmates of Fort Enterprise

were again reduced to the necessity of eating putrid deer-skin, ere a second supply of provisions could be conveyed to them. They were then rejoiced to learn, by a note from Mr. Back, dated Nov. 11th, that he and his two surviving companions, St. Germain and Solomon Belanger, had so recruited their strength, that they were preparing to proceed from the Indian hunters' encampment to Fort Providence.

On the 16th, Captain Franklin and his party set out for the abode of Akaitcho, which they reached in safety after a painful, but gradually improving march of ten days. Their feelings on quitting the house where they had formerly enjoyed much comfort, if not happiness, and latterly experienced a degree of misery scarcely to be paralleled, may be more easily conceived than described. A short extract from the published narrative will enable the reader to form an idea of the dreadful state to which they had previously been reduced.

"The Indians," says Captain Franklin, "treated us with the utmost tenderness, gave us their snow-shoes, and walked without any themselves, keeping by our sides, that they might lift us when we fell. They prepared our encampment, cooked for us, and fed us as if we had been children; evincing humanity that would have done honor to the most civilized people. We were received by the party assembled in the leader's tent with looks of compassion and profound silence, which lasted about a quarter of an hour, and by which they meant to express their condolence for our sufferings."

Captain Franklin and Dr. Richardson continued to sojourn with Akaitcho, who was moving very slowly to the southward, until Dec. 8th: and then pushed on for Fort Providence, where they met with a hearty welcome. On the 19th, they arrived at Moose-Deer Island, and there found Lieutenant Back, whose sufferings had scarcely been less than their own, and to whose exertions, under Almighty guidance, they felt the preservation of their lives to be owing. By the end of February, 1822, the swellings of their limbs had entirely subsided, and they were able to walk to any part of the island. Their appetites gradually moderated, and they nearly regained their ordinary state of body before the spring. Hepburn alone suffered from a severe attack of rheumatism,

which confined him to his bed for some weeks. On the 26th of May, the whole of the surviving officers and men, with the exception of Adam, who had formed an alliance with the Copper Indians at Fort Providence, embarked for Chipewyan, where the remainder of the Canadians, then only three in number, were discharged. Captain Franklin, Lieutenant Back, Dr. Richardson, John Hepburn, and Augustus, the Esquimaux, returned to York Factory, on the 14th of July. "Thus," says the commander of the expedition, "terminated our long, fatiguing, and disastrous travels in North America, having journeyed by water and land (including our navigation of the Polar Sea), 5550 miles."

Captain Franklin obtained post rank, Nov. 20th, 1822; and married, Aug. 16th, 1823, Eleanor Anne, youngest daughter of William Porden, Esq. of Berners Street, London. In April following, Dr. Richardson was appointed Surgeon of the Chatham division of royal marines; and, about the same period, Lieutenant Back proceeded to the Leeward Islands' station, in the Superb 78, Captain Sir Thomas Staines. The manner in which these highly distinguished travellers were next employed will be seen by the following extract from Captain Franklin's "Narrative of a Second Journey to the Shores of the Polar Sea:"

"His Majesty's Government having, towards the close of 1823, determined upon another attempt to effect a northern passage by sea between the Atlantic and Pacific Oceans, and Captain Parry, the commander of the two preceding expeditions, having been again entrusted with its execution, success, as far as ability, enterprise, and experience could ensure it, appeared likely to be the result. Yet, as the object was one for which Great Britain had thought proper to contend for upwards of three centuries, it seemed to me that it might be desirable to pursue it by more ways than one; I therefore ventured to submit a plan for an expedition overland to the mouth of the *Mackenzie River*, and thence, by sea, to the north-western extremity of America, with the combined object, also, of surveying the coast between the Mackenzie and Copper-mine Rivers.

"I was well aware of the sympathy excited in the British public by the sufferings of those engaged in the former overland expedition, and of the humane repugnance of Government to expose others to a like fate; but I was enabled to shew satisfactorily that, in the proposed course, similar

dangers were not to be apprehended, while the objects to be attained, were important at once to the naval character, scientific reputation, and commercial interests of Great Britain; and I received directions from Earl Bathurst to make the necessary preparations for the equipment of the expedition, to the command of which I had the honor to be nominated.

"My much valued friend, Dr. Richardson, offered his services as naturalist and surgeon, and also volunteered to undertake the survey of the coast to the eastward, while I should be occupied in endeavouring to reach Icy Cape. Lieutenant Bushnan, who had served under Captains Ross and Parry, was likewise appointed to accompany me; but, long before the party was to leave England, I had to lament the premature death of that excellent young officer, who was eminently qualified for the service, by his skill in astronomical observations, surveying, and drawing*. Many naval officers, distinguished for their talent and ability, were desirous of filling the vacancy; but my friend and former companion, Lieutenant Back, having returned from the West Indies, the appointment was offered to him, and accepted with his wonted zeal. Mr. Edward Nicholas Kendall, admiralty mate, and recently assistant-surveyor with Captain Lyon†, was appointed to accompany Dr. Richardson in his voyage from the mouth of the Mackenzie to the eastward, and to do the duty of assistant-surveyor to the expedition at large, whilst it continued united. Lastly, Mr. Thomas Drummond, of Forfar, was appointed assistant-naturalist.

"A residence in the northern parts of America, where the party must necessarily depend for subsistence on the daily supply of fish, or on the still more precarious success of Indian hunters, involves many duties which require the superintendence of a person of long experience in the management of the fisheries, and in the arrangement of the Canadian voyagers and Indians: we had many opportunities, during the former journey, of being acquainted with the qualifications of Mr. Peter Warren Dease, a chief trader of the Hudson's Bay Company, for these services, and I therefore procured the sanction of His Majesty's Government for his being employed on the expedition.

"As soon as I had authority from Earl Bathurst, I entered into a correspondence with the Governor and Directors of the Hudson's Bay Company; and these gentlemen, taking the most lively interest in the objects of the expedition, promised their utmost support to it, and forthwith sent injunctions to their officers in the Fur Countries to provide the necessary depôts of provision at the places which I pointed out, and to give every other aid in their power.

"*Pemmican*, the principal article of provision used in travelling, being

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* See Suppl. Part IV. p. 353.

† See Post-Captains of 1823.

made during the winter and spring, the orders for providing the extra quantity required for the expedition, though sent out from England by the earliest conveyance, so as to reach the provision posts in the summer of 1824, could not be put into effect sooner than the spring of 1825; hence, it was not proper that the main body of the expedition should reach the Fur Countries before the latter period. Some stores were forwarded from England, by way of New York, in March, 1824, for the purpose of relieving the expedition as much as possible from the incumbrance of heavy baggage, and thus enabling it, by moving quickly, to reach its intended winter-quarters at Great Bear Lake, as well as to provide for its more comfortable reception at that place. These stores, with the addition of other articles obtained in Canada, sufficed to load three north canoes, manned by eighteen voyagers; and they were delivered, before the winter set in, to Mr. Dease, at the Athabasca Lake.

"Three light boats were also sent out to York Factory, in June 1824, together with a further supply of stores, two carpenters, and a party of men, with a view of their reaching Cumberland House the same season; and, starting from thence as soon as the navigation opened in the following spring, that they might be as far as possible advanced on their way to Bear Lake before they were overtaken by the officers of the expedition. The latter, proceeding by way of New York and Canada, would have the advantage of an earlier spring in travelling through the more southern districts; and, further to expedite their progress, I directed two large canoes, with the necessary equipments and stores, to be deposited at Penetanguishene, the naval depôt of Lake Huron, in the autumn of 1824, to await our arrival in the following spring; having been informed that, in ordinary seasons, we should, by commencing our voyage at that place, arrive in the N. W. country ten days earlier than by the usual way of proceeding up the Utawas River from Montreal."

The three boats mentioned by Captain Franklin were constructed at Woolwich under his own superintendence. To fit them for the ascent and descent of the many rapids between York Factory and Mackenzie River, and to render their transport over the numerous portages more easy, it was necessary to have them as small, and of as light a construction as possible; and, in fact, as much like a birch-bark canoe as was consistent with the stability and capacity required for their voyage at sea. They were built of mahogany, with timbers of ash, both ends exactly alike, and fitted to be steered either with a sweep-oar or a rudder. Each of them had two lug-sails. The largest boat, 26 feet long and 5½ broad, was adapted for six rowers, a steersman, and an

officer; it could be borne on the shoulders of six men, and was found, on trial, to be capable of carrying three tons weight, in addition to the crew. The others were each 24 feet long, 4½ broad, and capable of receiving five rowers, a steersman, and an officer, with an additional weight of 5600 pounds.

Captain Franklin and his officers, with four marines as attendants, embarked at Liverpool, on board the American packet-ship Columbia, Feb. 16th, 1825; and about the same period, the Blossom 24, was commissioned at Woolwich by Commander F. W. Beechey, and ordered to proceed round Cape Horn, for the purpose of meeting the western branch of the expedition in Behring's Strait, and conveying that party either to the Sandwich Islands or Canton, as might seem most advisable to Captain Franklin, who was instructed to take a passage to England in any merchant ship that he might find about to sail for Europe. The eastern branch was to return overland from the mouth of the Copper-mine River to Great Bear Lake, where alone a sufficient supply of fish could be procured for the support of so many persons.

When Captain Franklin left London to proceed on this expedition, he had to undergo a severe struggle between the feelings of affection and a sense of duty; his wife then lying at the point of death, and, with heroic fortitude, urging his departure at the very day appointed—entreating him, as he valued her peace and his own glory, not to delay a moment on her account. She expired on the sixth day after his embarkation, leaving a daughter, eight months old. Previous to her union with Captain Franklin, this amiable lady had published two poems, one entitled "*The Veils, or the Triumph of Constancy*;" and the other, "*The Arctic Expedition.*" She subsequently published a very spirited "*Ode on the Coronation of His Majesty George the Fourth*;" and a poem in sixteen cantos, entitled, "*Cœur de Lion, or the Third Crusade.*" Her father was the architect who erected the King's stables at Brighton, and other buildings which placed his name high in the line to which he belongs.

The boats of the expedition, accompanied by Augustus

and another Esquimaux interpreter, named Ooligbuck, had advanced from York Factory into the interior, 1200 miles, before they were joined by Captain Franklin and Dr. Richardson; whilst the latter, from taking a more circuitous route, by New York and Upper Canada, travelled 2800 miles, to reach the same point. This junction took place on the 29th of June, 1825, in the Methye River, which is almost at the head of the waters that run from the north into Hudson's Bay. In no part of the journey was the presence of the officers more requisite to animate and encourage the crews. The river itself, besides being obstructed by three impassable rapids, is usually so shallow, through its whole course of forty miles, as scarcely to admit of a flat-bottomed bateau floating with half its cargo. This river and its impediments being surmounted, the Methye Portage, $10\frac{3}{4}$ miles long, which is always held up to the inexperienced voyager as the most laborious part of the journey, was at no great distance. But whatever apprehensions the men might have entertained on this subject, seemed to vanish when the captain and his able coadjutor landed amongst them. Lieutenant Back and Mr. Kendall were at this time employed in bringing up three heavily laden canoes from Lake Superior; and Mr. Drummond, who had been left behind at Cumberland House, had already commenced his botanical labours, between the Saskatchawan River and the Rocky Mountains.

On the 7th of August, having reached Fort Norman, situated on the left bank of the Mackenzie, in lat. 64° 40′ 30″ N., long. 124° 53′ 22″ W., and within twelve leagues of the stream that runs into that river from Great Bear Lake, Captain Franklin resolved on continuing his course to the sea, in the largest boat, accompanied by Mr. Kendall and the faithful Augustus, for the purpose of collecting whatever information could be obtained from the Loucheux Indians and Esquimaux wanderers, as well as from personal observation, respecting the general state of the ice, in the summer and autumn, and the trending of the coast, east and west of Whale Island,—the limit of Mackenzie's voyage. In the meantime, Dr. Richardson employed himself in surveying the shores of

Great Bear Lake, and fixing upon a spot, the nearest to the Copper-mine River, to which he might conduct his party the following year. The important operations necessary for the comfortable residence and subsistence of the expedition during the fast approaching winter, were superintended by Messrs. Back and Dease.

The descent from Fort Norman to the mouth of the Mackenzie, including a short stoppage at Fort Good Hope, the lowest of the Company's posts, and which had been but recently established, for the convenience of the Loucheux tribe, occupied only six days. The river was found to discharge itself into the Arctic Ocean through many channels, formed by low islands, which at certain seasons are quite inundated. The north-eastern extremity of the main channel is in lat. 69° 14′ N., long. 135° 57′ W.

From this point, at which the coast begins to trend to the southward of east, an island was discovered much farther out, and Captain Franklin immediately directed his course towards it, in search of salt water, none that he had yet tasted being at all brackish.

"In the middle of the traverse," says he, "we were caught by a strong contrary wind, against which our crews cheerfully contended for five hours, though drenched by the spray, and even by the waves, which came into the boat. Unwilling to return without attaining the object of our search, when the strength of the rowers was nearly exhausted, as a last resource, the sails were set double-reefed, and our excellent boat mounted over the waves in the most buoyant manner. An opportune alteration of the wind enabled us, in the course of another hour, to fetch into smoother water, under the shelter of the island. We then pulled across a line of strong ripple which marked the termination of the fresh water, that on the seaward side being brackish; and in the further progress of three miles to the island, we had the indescribable pleasure of finding it decidedly salt.

"The sun was setting as the boat touched the beach, and we hastened to the most elevated part of the island, about 250 feet high, to look around. Never was a prospect more gratifying than that which lay open to us. The Rocky Mountains were seen from S. W. to W. ¼ N.; and from the latter point, round by the north, the sea appeared in all its majesty, entirely free from ice, and without any visible obstruction to its navigation. Many seals, and black and white whales, were sporting on its waves; and the whole scene was calculated to excite in our minds the

most flattering expectations as to our own success, and that of our friends in the Hecla and the Fury. I wrote, for Captain Parry, an account of our progress, with such information as he might require in case he wished to communicate with Fort Good Hope, or our party, and deposited my letter, with many others that I had in charge for him and his officers, under a pole erected for the purpose, on which we left a blue and red flag flying to attract his attention."

It will be seen, by reference to Suppl. Part IV. p. 363, that Captain Parry was then in lat. 72° 42′ 30″ N., long. 91° 50′ 05″ W. Captain Franklin's place of encampment on this newly discovered island, which he named after Nicholas Garry, Esq. (the Deputy Governor of the Hudson's Bay Company), was in lat. 69° 29′ N., long. 135° 41′ W.; and he there displayed, for the first time, a silk union-jack, which was sewed by his "deeply-lamented wife," and presented to him, "as a parting gift, under the express injunction that it was not to be unfurled before the expedition reached the sea." "I will not," says he, "attempt to describe my emotions as it expanded to the breeze—however natural, and, for the moment, irresistible, I felt that it was my duty to suppress them, and that I had no right, by an indulgence of my own sorrows, to cloud the animated countenances of my companions. Joining, therefore, with the best grace that I could command, in the general excitement, I endeavoured to return, with corresponding cheerfulness, their warm congratulations on having thus planted the British flag on this remote island of the Polar Sea."

On his return from Garry's Island to the *terra firma* (Aug. 17th), Captain Franklin observed some deer and wild-fowl feeding quietly near the water; and he therefore concluded, that in the open season, there could be no lack of food for the skilful hunter. Next day, a strong gale of wind came on from N. W., followed by violent squalls, which, from the appearance of the clouds, and the rapid descent of the thermometer, seemed likely to be of some continuance:—the crane, the goose, and the swan, warned by this sudden change in the weather, took advantage of the fair wind, and hastened away to the southward.

On the 1st of September, Captain Franklin quitted the

muddy waters of the Mackenzie, and began to ascend the Great Bear Lake River. On the 5th, he arrived at his winter-quarters, where the members of the expedition were then, for the first time, all assembled. The officers, he found, had done him the honor of giving the name of Franklin to the "fort," which he felt a grateful pleasure in retaining at their desire, though he had intended naming it Fort Reliance. Its position was determined to be in lat. 65° 11′ 56″ N., long. 123° 12′ 44″ W.; the number of persons belonging to the establishment, at this period, including three Indian women and six children, amounted to fifty.

The consideration of next importance to furnishing this large party with food, was to provide regular occupation for the men, who had not the resources to employ their time which the officers possessed. Accordingly some were appointed to attend exclusively to the fishing nets, others to bring home the meat whenever the hunters killed any deer; some were stationed to fell wood for fuel, others to convey it to the store-house, and a third set to split it for use. Two of the most expert travellers on snow-shoes were kept in nearly constant employment, conveying letters to and from the posts on the Mackenzie River and Slave Lake. As the days shortened, it was necessary to find employment during the long evenings, and a school was therefore established on three nights of the week, from seven o'clock to nine, for their instruction in reading, writing, and arithmetic; and it was attended by most of the British. They were divided in equal portions amongst the officers, whose labour was amply repaid by the advancement their pupils made: some of those who began with the alphabet, learned to read and write with tolerable correctness. Sunday was a day of rest, and, with the exception of two or three of the Canadians, the whole party uniformly attended Divine service, morning and evening. If, on the other evenings, for which no particular occupation was appointed, the men felt the time tedious, or if they expressed a wish to vary their employments, the hall of the principal building was at their service, to play any game they might choose; and on these occasions they were invariably joined

by the officers. By thus participating in their amusements, the men became more attached to their superiors, at the same time that the latter contributed to their health and cheerfulness. The hearts and feelings of the whole were united in one common desire to make the time pass as agreeably as possible to each other, until the return of spring should enable them to resume the great object of the expedition.

Every thing seems to have gone on pretty well till the end of the year; but, owing to the extreme severity of the weather in the months of January and February, 1826, the sources from whence they had derived their food failed them. All the animals but the wolf and the fox had migrated to the southward; the stock of dried meat was expended; the fish caught did not allow more than three or four small herrings to each man per day, and, being out of season, not only afforded very little nourishment, but caused frequent and general indisposition. Under such circumstances, they were obliged to have recourse to the pemmican, arrow-root, and portable soup, which had been set apart for their voyage along the sea-coast. Towards March, however, their situation began to improve. Mr. Back had by this time been promoted to the rank of commander.

On the 24th of May a new boat was finished, and named the Reliance. It was constructed of fir, with birch timbers, after the model of the Lion, but with a more full bow, and a finer run abaft. Its length was 26 feet, and breadth 5½. It was fastened in the same manner as the other boats, but with iron instead of copper. To procure sufficient nails the blacksmith was obliged to cut up all the spare axes, ice-chisels, and other implements. Being without tar, the carpenters, one of whom had had the misfortune to break his leg in the spring of 1825, substituted strips of water-proof canvas, soaked in some caoutchouc varnish, to lay between the seams of the planks; and for paint, they made use of resin (procured from the pine-trees in the vicinity), boiled and mixed with grease.

On the 1st of June, the preparations for the voyage along the coast being in a state of forwardness, Captain Franklin's atten-

tion was directed to the providing for the return of Dr. Richardson's party in the following autumn, and to the securing means of support for all the members of the expedition, in the event of the western branch being compelled to return to Great Bear Lake. Among other arrangements, Mr. Dease was instructed to keep the fort well stored with provision until the spring of 1828, in case the latter party should not meet with the Blossom, and be obliged to winter on the coast. Fourteen men, including Augustus, were appointed to accompany Captain Franklin and Commander Back, in the Lion and Reliance; and twelve, including Ooligbuck, to go with the naturalist and assistant-surveyor, in the two smaller boats, which were named the Dolphin and Union. On the 18th of June, the whole of these officers and men assembled at Divine service, dressed in sky-blue, water-proof, uniforms, which, together with an abundance of warm clothing, had been provided in England; and on the 24th, we find them again afloat, and descending Great Bear Lake River, with provision sufficient for eighty days, at full allowance. In the evening of the 3d of July, having reached the expansion of the Mackenzie, whence its different channels branch off, and being anxious not to take the Dolphin and Union out of their course, Captain Franklin gave orders to encamp, and made the necessary arrangements for the separation that was about to take place. As the parties entertained for each other sentiments of true friendship and regard, it will easily be imagined that their last evening together was spent in the most cordial and cheerful manner. They felt that they were only separating to be employed on services of equal interest; and they looked forward with delight to their next meeting, when, after a successful termination, they might recount the incidents of their respective voyages. The best supper their means afforded was provided, and a bowl of punch crowned the parting feast. This was in lat. 67° 38′ N., long. 133° 53′ W.

On quitting the Mackenzie, July 7th, Captain Franklin fell in with a large body of Esquimaux, who made a daring attempt to plunder his boats, but only succeeded in carrying off a few articles of inconsiderable value. After this, the western branch of the expedition met with no interruption

from the natives, with whom they had frequent intercourse as they proceeded along the coast, sometimes meeting with very numerous parties. Their progress to the westward, however, was very slow, owing to the unfavorable state of the ice and weather; and it was the 31st of July before they reached long. 141°, which is the boundary between the British and Russian dominions on the northern coast of America. The following extracts from Captain Franklin's narrative, will shew the nature of the difficulties he had to contend with in the summer of 1826:

"This point seems to be much resorted to by the Esquimaux, as we found here many winter houses, and four large stages. A favorable breeze now sprang up; and having ascertained that there was still a channel of open water between a low island and the main shore, we set sail to follow its course; but at the end of three miles we found the depth of water gradually decrease from three fathoms to as many feet, and shortly afterwards the boats repeatedly took the ground. In this situation we were enveloped by a thick fog, which limited our view to a few yards. We therefore dragged the boats to the land, until we could see our way; when it was discovered from the summit of an eminence about two miles distant, that, though the channel was of some extent, it was very shallow, and seemed to be barred by ice to the westward. We also ascertained that it was bounded to seaward by a long reef. The night proved very stormy, and we were but scantily supplied with drift wood.

"Though the 1st of August commenced with a heavy gale from E. N. E. and very foggy weather, we proceeded to the reef, after much fatigue in dragging the boats over the flats, supposing that our best chance of getting forward would be by passing on the outside of it. But there finding heavy ice lying aground, and so closely packed as to preclude the possibility of putting the boats into the water, it was determined to examine the channel by walking along the edge of the reef. An outlet to the sea was discovered, but gulls were, in most parts, *wading* across it; and there was, therefore, no other course than to await the separation of the ice from the reef. On the dispersion of the fog in the afternoon, we perceived that some of the masses were from 20 to 30 feet high; and we derived little comfort from beholding an unbroken surface of ice to seaward.

"The gale blew without the least abatement until noon of the 2d, when it terminated in a violent gust, which overthrew the tents. The field of ice was broken in the offing, and the pieces put in motion; in the evening there appeared a large space of open water, but we could not take advantage of these favorable circumstances, in consequence of the bergs still closely besetting the reef. The astronomical observations place our encampment in lat. 69° 43′ N., long. 141° 30′ W.

"On the morning of the 3d, a strong wind set in from the east, which

caused a higher flood in the channel than we had yet seen, and the hope of effecting a passage by its course was revived. As the ice was still fast to the reef, and likely to continue so, it was considered better to occupy ourselves in dragging the boats through the mud, than to continue longer in this irksome spot, where the wood was already scarce, and the water indifferent. The boats accordingly proceeded with four men in each, while the rest of the crew walked along the shore, and rendered assistance wherever it was necessary, to drag them over the shallow parts. After four hours' labour, we reached the eastern part of the bay, which I have named after my friend Captain Beaufort, R. N., and which was then covered with ice. We had also the happiness of finding a passage that led to seaward, and enabled us to get on the outside of the reef; but still our situation, for the next four hours, was attended with no little anxiety. The appearance of the clouds bespoke the return of fog, and we were sailing with a strong breeze through narrow channels, between heavy pieces of drift ice, on the outside of a chain of reefs that stretch across Beaufort Bay, which we knew could not be approached within a mile, owing to the shallowness of the water. Beyond the western part of this bay, the water being deep close to the coast, we sailed on in more security, and completed a run of 28 miles, the greatest distance we had made on one day since our departure from the Mackenzie. A black whale and several seals having been seen just before we landed to sup, the water being now decidedly salt, and the ice driving with great rapidity to the westward, were circumstances that we hailed with heartfelt joy as affording the prospect of now getting speedily forward."

On the 4th of August, the water was again found very shallow, and the boats repeatedly touched the ground, even at the distance of two miles from the shore. Next day their progress was obstructed, for several hours, by closely packed ice, on the outer border of a reef, in lat. 70° 7′ N., long. 145° 27′ W.; and they afterwards received several heavy blows while passing through the loose ice between that and an island, to which the name of Flaxman was given, in honor of the late eminent sculptor. The Rocky Mountains either terminated abreast of the above reef, or receded so far to the southward as to be imperceptible from the coast a few miles beyond it.

The view from the S. E. part of Flaxman Island, which is about four miles long and two broad, led Captain Franklin to suppose that he would be able to proceed by keeping close to its southern shore; but in making the attempt, the boats often got aground, and he was at length obliged to seek a passage by the north side.

"At the end of a mile in that direction," continues he, "we were stopped by the ice being unbroken from the shore, and closely packed to seaward. Since the day after our departure from the Mackenzie, when we first came to the ice, we had not witnessed a more unfavorable prospect than that before us. No water was to be seen, either from the tents, which were pitched about thirty feet above the horizon, or from the different points of the island which we visited. We were now scantily supplied with fuel, the drift timber being covered by the ice high up the bank, except just where the boats had landed. In the evening a gale came on from the east, and blew throughout the following day: we vainly hoped this would produce some favorable change. The position of our encampment was in lat. 70° 11′ N., long. 145° 50′ W.

"The easterly gale gave place to a calm, on the morning of the 7th; and as this change, though it produced no effect in loosening the ice to the northward, caused more water to flow into the channel between the island and the main, we succeeded with little difficulty in crossing the flats that had before impeded us. Beyond this bar, the water gradually deepened to three fathoms; and, a favorable breeze springing up, we steered for the outer point of land in sight. The main shore, to the westward of Flaxman Island, is so low that it cannot be seen at the distance of a league, with the exception of three small hummocks, which look like islands.

"Our course was continued until we came to an island lying three miles from the shore, and which proved to be connected with it by a reef, fordable at low water. Dazzled by the glare of the sun in our eyes, the surf on this reef was mistaken for a ripple of the tide; and, although the sails were lowered as a precautionary measure, we were so near before the mistake was discovered, that the strength of the wind drove the Lion aground, by which accident she took in much water. The exertions of the crew soon got her afloat, and both boats were then rowed to windward: the sails were then set, close-reefed, and we stood along the weather shore, looking out for a favorable landing place, that we might obtain shelter from the approaching storm, which the appearance of the sky indicated; and also to repair the damage which the Lion had sustained. At length some posts, erected by the Esquimaux on a point of land, denoted an approachable part, and we effected a landing after carrying part of the cargoes 200 yards through the water. By midnight we were prepared to go forward; but were prevented from moving by a very thick fog, which continued till eleven on the morning of the 8th, when it cleared away for the space of two hours, and enabled us to perceive that the ice, which, in the preceding evening, had been observed at a considerable distance from the land, was now tossing about, in large masses, close to the border of the shallow water. We were also enabled, during this short interval of clear weather, to ascertain the latitude, 70° 16′ 27″ N., and longitude, 147° 38′ 20″ W. At this encampment we remarked the first instance of regularity in the tide. It was low water at 9.30 P M on the 7th, and high

water at half-past two the following morning; the rise being sixteen inches. An equally regular tide was observed on the 8th; but we could not ascertain the direction of the flood."

Thick fogs, and heavy gales of wind, prevented the boats from finally quitting this island until the morning of the 16th; previous to which, the whole of the vegetation had assumed the autumnal tint; the temperature had fallen to 35°; and young ice had already formed on the small pools near the tents, which were previously so saturated with wet as to be very comfortless abodes,—particularly as the quantity of drift-wood would only admit of a fire being made, for cooking. Captain Franklin thus describes the termination of his voyage to the westward :—

"The weather became clear, after the sun rose, on the 16th, and we embarked as soon as the flowing of the tide enabled us to launch the boats, all in the highest spirits at the prospect of escaping from this detestable island. We took advantage of the fair wind, set the sails, and steered parallel to the coast. We had never more than from three to six feet water until we passed round the reef that projects from Point Anxiety, a distance of seven miles. Between this and Point Chandos, which is eight miles further to the westward, the land was occasionally seen; but after rounding the latter point we lost sight of it, and steered to the westward, across the mouth of Yarborough Inlet, the soundings varying from five feet to two fathoms. The fog returned; and the wind freshening, soon created such a swell upon the flats, that it became necessary to haul further from the land; but the drift-ice beginning to close around us, we could no longer proceed with safety, and therefore endeavoured to find a landing place, but were frustrated by the shoalness of the water, and the height of the surf. The increasing violence of the gale, however, and the density of the fog, rendering it absolutely necessary for us to obtain some shelter, we stood out to seaward, with the view of making fast to a large piece of ice. In our way, we fell among gravelly reefs, and, arriving at the same time suddenly in smooth water, we effected a landing on one of them. A temporary dispersion of the fog, showed that we were surrounded with banks, nearly on a level with the water, and protected to seaward by a large body of ice lying aground. The patch of gravel, on which we were encamped, was about 500 yards in circumference, destitute of water, and with no more drift-wood than a few willow branches, barely sufficient to make one fire.

"The period had now arrived when it was incumbent on me to consider, whether the prospect of our attaining the object of the voyage was sufficiently encouraging to warrant the exposure of the party to daily increas-

ing risk, by continuing on. We were now only half-way from the Mackenzie River to Icy Cape; and the chance of reaching the latter depended on the nature of the coast that was yet unexplored, and the portion of the summer which yet remained for our operations. I knew, from the descriptions of Cook and Burney, that the shore about Icy Cape resembled that which we had already passed, in being flat, and difficult of approach; while the general trending of the coast from the Mackenzie to the W. N. W., nearly in the direction of Icy Cape, combined with the information we had collected from the Esquimaux, led me to conclude that no material change would be found in the intermediate portion. The preceding narrative shows the difficulties of navigating such a coast, even during the finest part of the summer; if, indeed, any portion of a season which had been marked by a constant succession of fogs and gales could be called fine. No opportunity of advancing had been let slip, after the time of our arrival in the Arctic Sea; and the unwearied zeal and exertion of the boats' crews had been required, for an entire month, to explore the ten degrees of longitude between Herschel Island * and our present situation. I had, therefore, no reason to suppose that the ten remaining degrees could be navigated in much less time. The ice, it is true, was more broken up, and the sea around our present encampment was clear; but we had lately seen how readily the drift ice was packed upon the shoals by every breeze of wind blowing towards the land. The summer, bad as it had been, was now nearly at an end; and on this point I had the experience of the former voyage for a guide. At Point Turnagain, two degrees to the south of our present situation, the comparatively warm summer of 1821 was terminated on the 17th of August, by severe storms of wind and snow; and in the space of a fortnight afterwards, winter set in with all its severity.

"While a hope remained of reaching Behring's Strait, I looked upon the hazard to which we had, upon several occasions, been exposed, of shipwreck on the flats or on the ice, as inseparable from a voyage of this nature; and if such an accident had occurred, I should have hoped, with a sufficient portion of the summer before me, to conduct my party in safety back to the Mackenzie. But the loss of the boats when we should have been far advanced, and at the end of the season, would have been fatal. No Esquimaux had been lately seen, nor any winter-houses, to denote that this part of the coast was much frequented; and if we did meet with them under adverse circumstances, we could not, with safety, trust to their assistance for a supply of provision; nor do I believe that, if willing, even they would have been able to support our party for any length of time.

"Till our tedious detention at Foggy Island, we had had no doubt of ultimate success; and it was with no ordinary pain that I could now bring

* Lat. 69° 34′ N., long. 139° 5′ W.

myself even to think of relinquishing the great object of my ambition, and of disappointing the flattering confidence that had been reposed in my exertions. But I had higher duties to perform than the gratification of my own feelings; and a mature consideration of all the above matters forced me to the conclusion, that we had reached that point beyond which perseverance would be rashness, and our best efforts must be fruitless. In order to put the reader completely in possession of the motives which would have influenced me, had I been entirely a free agent, I have mentioned them without allusion to the clause in my instructions which directed me to commence my return on the 15th or 20th of August, 'if, in consequence of slow progress, or other unforeseen accident, it should remain doubtful whether we should be able to reach Kotzebue's Inlet the same season.'

"In the evening I communicated my determination to the whole party; they received it with the good feeling that had marked their conduct throughout the voyage, and they assured me of their cheerful acquiescence in any order I should give. The readiness with which they would have prosecuted the voyage, had it been advisable to do so, was the more creditable, because many of them had their legs swelled and inflamed from continually wading in ice-cold water while launching the boats, not only when we accidentally ran on shore, but every time that it was requisite to embark, or to land upon this shallow coast. Nor were these symptoms to be overlooked in coming to a determination; for though no one who knows the resolute disposition of British sailors can be surprised at their more than readiness to proceed, I felt that it was my business to judge of their capability of so doing, and not to allow myself to be seduced by their ardour, however honorable to them, and cheering to me. Could I have known, or by possibility imagined, that a party from the Blossom had been at only the distance of 160 miles from me, no dangers, difficulties, nor discouraging circumstances, should have prevailed on me to return; but taking into account the uncertainty of all voyages in a sea obstructed by ice, I had no right to expect that the Blossom had advanced beyond Kotzebue Inlet, or that any party from her had doubled Icy Cape. It is useless now to speculate on the probable result of a proceeding which did not take place; but I may observe, that, had we gone forward as soon as the weather permitted, namely on the 18th, it was scarcely possible that any change of circumstances could have enabled us to overtake the Blossom's barge."

The point at which Captain Franklin's voyage towards Behring's Strait terminated is in lat. 70° 26′ N., and long. 148° 52′ W.; but his discoveries extend to a hummock, named Point Beechey, in lat. 70° 24′ N., long. 149° 37′ W.: the Blossom's barge, under the command of Mr. Thomas

Elson, reached lat. 71° 23′ 39″ N., and penetrated to the eastward as far as 156° 21′ W; or about 120 miles beyond Icy Cape. This boat was despatched by Commander Beechey, to co-operate with the Lion and Reliance, on the 18th of August—the very day that they began to retrace their way towards the mouth of the Mackenzie, which they reached on the 30th of the same month, just at the commencement of a violent N. W. gale, attended by thunder, lightning, and torrents of rain. On the 21st of Sept., they arrived in safety at Great Bear Lake, after travelling a distance of 2048 statute miles, of which 610, including 374 of sea coast, were through parts not previously discovered.

In the mean time, Dr. Richardson and the assistant-surveyor had most fully accomplished the object of their voyage to the eastward, and travelled 1980 miles, of which 37 were by a portion of the Mackenzie never before visited by Europeans, 863 by sea, and 433 overland, from the mouth of the Copper-mine River to Great Bear Lake. "I may be allowed," says Captain Franklin, "to bear my testimony to the union of caution, talent, and enterprise in the former, which enabled him to conduct with singular success, an arduous service of a kind so foreign from his profession and ordinary pursuits; and to the science and skill, combined with activity, of Mr. (now Lieutenant) Kendall, which must heighten the character he has already obtained for general ability and energy in his profession."

The most northerly part of the American continent seen by this branch of the expedition, is situated in lat. 70° 36′ N., long. 127° 35′ W.

Captain Franklin remained on Great Bear Lake until Feb. 20th, 1827; when he set out on foot for Fort Chipewyan, accompanied by five men, in order to secure provisions for the remainder of the party, and to rejoin Dr. Richardson, who, being anxious to extend his geological researches as far as possible, had gone in a canoe to Great Slave Lake, immediately after his return from the sea. The other officers and men were directed to proceed to York Factory, as soon as the ice should break, and from thence, by

the Hudson's Bay ship, to England. On the 18th of June, Captain Franklin arrived, in a canoe, at Cumberland House, where he had the happiness of meeting the indefatigable Doctor, after a separation of nearly twelve months. From thence they proceeded, by way of Montreal, to New York; and there embarked, on the 1st September, for Liverpool; at which place we find them landing, from the packet-ship James Cropper, on the 26th of the same month. The rest of the expedition, with the exception of two men, one of whom had died from consumption, and another been accidentally drowned, arrived at Portsmouth, under the charge of Commander Back, exactly a fortnight afterwards.

We should here mention, that the reception Captain Franklin met with at New York, both in 1825 and 1827, was kind in the extreme. Their baggage and stores were passed through the custom-house without inspection; cards of admission to the public scientific institutions were promptly forwarded to them; and every other mark of attention was shewn by the different authorities, as well as by private individuals; indicating the lively interest which they took in his enterprise. During his last sojourn in that city, the Recorder and a deputation of the Corporation did him the honor of presenting him with a splendidly bound copy of "Colden's Memoir on the New York Canals," and the medal which had recently been struck to commemorate the completion of the Erie canal.

Soon after his return to England the Geographical Society of Paris voted him their gold medal, value 1200 francs, which is adjudged annually, and with the liberality worthy of an enlightened nation, to the individual, whether native or foreigner, who shall have made the most important acquisitions to geographical knowledge in the course of the year preceding: he was, at the same time, elected a corresponding member of that institution.

On the 29th April, 1829, Captain Franklin received the honor of knighthood. In July following, the honorary degree of D. C. L. was conferred upon him in a convocation at Oxford. And, on the 23rd Aug. 1830, he was appointed to

the command of the Rainbow 28, fitting out at Portsmouth for the Mediterranean station.

Lady Franklin, to whom he was united on the 5th of Nov. 1828, is the second daughter of John Griffin, of Bedford Place, London, Esq.

EDWARD CURZON, Esq.

A Companion of the Most Honorable Military Order of the Bath; Knight of the Imperial Russian Order of St. Wladimer; and Knight of the Royal French Order of St. Louis.

This officer is nearly related to Lord Scarsdale*. He entered the navy in Nov. 1804, being then fifteen years of age, as midshipman on board the Repulse 74, Captain the Hon. Arthur Kaye Legge†; obtained the rank of lieutenant, March 14th, 1811; served as such in the Blake 74, employed on the coast of Catalonia, until 1813‡; acted as a military aide-de-camp in North America, during the latter part of the war between Great Britain and the United States§; and was promoted to the rank of commander, March 29th, 1815. His subsequent appointments were, July 22d, 1816, to the Pelican 18, fitting out for the West Indies; Oct. 10th, 1822, to the Fly 18, attached to the Leith station, where he was serving when posted, Feb. 8th, 1823; and, Oct. 6th, 1826, to the Asia 84, equipping at Portsmouth, for the flag of Sir Edward Codrington, which ship he commanded at the battle of Navarin¶. For his conduct on that occasion, he he was nominated a C. B. on the 13th Nov. 1827; and subsequently decorated with the Cross of St. Louis, and the Order of St. Wladimer of the third class. The Asia returned home, to be docked and refitted, Jan. 31st, 1828; and Captain Curzon appears to have retained the command of her until June 6th following, since which he has been on half-pay.

Agents.—Messrs. Maude and Co.

* See Vol. I. p. 420.
† See *id.* p. 442.
‡ See *id.* pp. 636 and 873.
§ See p. 4 of this volume.
¶ See Suppl. Part II. pp. 329—334.

SEPTIMIUS ARABIN, Esq.

JEAN D'ARABIN, a branch of one of the oldest families in Provence, was born about the year 1600. His grandson, Bartholomew, fled from France at the revocation of the edict of Nantz, in 1685; came over to England, with King William III., in 1688; and commanded a troop of horse, under Colonel Robert Monckton (father of the first Viscount Galway), in 1690. The said Bartholomew was grandfather of John Arabin, who married Judith Daniell, daughter of General De Grangues (aide-de-camp to the Duke of Schomberg at the battle of the Boyne), and by that lady had two sons, Henry and John Daniell; the latter a lieutenant-general in the royal Irish artillery. Henry married Ann Grant, of the family of Grant of Ballendallack, and had issue nine sons, four of whom were devoted to the military and naval services,—viz. George, who died a captain in *H. M. 54th regiment*; *Septimius*, the subject of the following sketch; Frederick, a captain in the royal artillery; and Augustus, a lieutenant in the navy:—these gentlemen are grand-nephews to General William John Arabin, many years a lieutenant-colonel of the 2d regiment of foot-guards.

Mr. SEPTIMIUS ARABIN entered the navy in April, 1799; and served the greater part of his time as midshipman, under Sir W. Sidney Smith, in the Tigre 80, and Antelope 50; the former ship employed in co-operation with the Turkish forces on the coasts of Syria and Egypt, where she remained until the peace of Amiens; the latter in watching the ports of Helvoetsluys, Flushing, Ostend, and Boulogne, subsequent to the renewal of hostilities, in 1803. At this period, Mr. Arabin was often in close action with vessels destined to form a part of the flotilla collecting for the invasion of England; and his conduct on every occasion appears to have met with the unqualified approbation of his superiors. On the 24th March, 1804, he was publicly thanked by Sir W. Sidney Smith, for the gallant and judicious manner in which he conducted the boats of the Antelope, after every officer senior to himself was wounded, in an attack on a Dutch armed schuyt, moored at the entrance of the East Scheldt, and in every way prepared for an obstinate resistance. The capture of this vessel

was effected by boarding, but not until the boats had been exposed, in consequence of a strong lee tide, to a heavy fire for 45 minutes, by which many men were killed and wounded.

In Jan. 1806, we find Mr. Arabin, who had previously passed his examination, serving as master's-mate on board the Pompée 74, bearing the flag of Sir W. Sidney Smith, and about to sail for the Mediterranean, in consequence of the lamented Nelson having selected his chivalrous compeer to protect Sicily from a threatened invasion. Shortly after the arrival of the Pompée at Palermo, Mr. Arabin was appointed by his patron to command a Sicilian armed vessel, in which he conveyed the first supply of ammunition to Gaeta, at that time a post of the greatest importance, besieged by the French army, and resolutely defended by the Prince of Hesse-Philipsthal: he also assisted in disarming the coasts of Naples and Calabria, from the gulf of Salerno to Scylla; and was present at the capture of the latter fortress.

On the 1st August, 1806, Mr. Arabin was appointed acting lieutenant of the Pompée, in which capacity he passed and re-passed the Dardanelles, with the squadron under Sir John T. Duckworth, Feb. 19th and March 3d, 1807. On the first of these days, after assisting at the destruction of a Turkish 64, four frigates, and five smaller vessels, lying within the inner castles, he was sent to cut out a gun-boat, and ordered to employ her in covering the party despatched under Lieutenant (now Captain) William Fairbrother Carroll, to complete the demolition of a 31-gun battery, situated on Point Pesquies. For his conduct in the performance of this service he again received the public thanks of Sir W. Sidney Smith, and likewise had the distinguished honor of being one of the only two naval lieutenants named in Sir John T. Duckworth's first official despatch.

Having thus contributed to the securing of an anchorage for the British squadron, on its return from Constantinople, Mr. Arabin followed the Pompée into the sea of Marmora; but having no pilot, and his prize being almost unmanageable, from the loss of rigging and other damages, added to

the exhausted state of the few British seamen on board, who were quite destitute of provisions, he unavoidably got aground within a short distance of the beach near Gallipoli, where he lay exposed, for upwards of two hours, to the fire of numerous troops and two row-gallies, the latter of which continued to pursue and harass him until he arrived almost under the guns of his ship, by that time anchored near the Prince's Islands.

We have before had occasion to mention, that the Pompée bore the flag of Vice-Admiral the Hon. Henry Edwin Stanhope, in the subsequent expedition against Copenhagen, under Admiral Gambier and Lord Cathcart; and we have now to remark, that Mr. Arabin, still acting as lieutenant of that ship, was selected to command a division of boats at the debarkation of the British army. During the siege, he was often warmly engaged with the Danish flotilla and batteries; and his conduct in every affair so fully met the approbation of the Vice-Admiral, as to induce that officer personally to present him to the naval commander-in-chief, with the strongest recommendation for advancement. In the mean time, however, the Admiralty had promoted him to the rank of lieutenant, by commission dated August 4th, 1807, and consequently no reward for his services off Zealand could then be expected.

Subsequent to the surrender of the Danish navy, Sir W. Sidney Smith applied for Mr. Arabin to be appointed a lieutenant of the ship destined to bear his flag on the South American station, and he was consequently ordered to join the Foudroyant 80, at Brazil, from whence he returned home with his admiral, in August, 1809. His next appointment was, about Mar. 1810, to the Theseus 74, Captain William Prowse, under whom he served, off Flushing and the Texel, until the summer of 1812. He then became flag-lieutenant to Sir W. Sidney Smith, and proceeded with him to the Mediterranean, where he continued during the remainder of the war, in the Hibernia 110. His advancement to the rank of commander took place August 27th, 1814.

After making several unsuccessful applications for an ap-

pointment on the peace establishment, and it having been intimated to him, by high authority, that the being so employed could not be considered as giving an officer any additional claim to promotion, Captain Arabin at length resolved to travel on the continent, with the view of gaining such local knowledge and information as would further qualify him for his country's service, in the event of another war. He accordingly visited the most considerable parts of France and Italy, acquiring a practical knowledge of the languages of those countries, and passing his time with as much advantage, in a professional point of view, as if he had been serving in a sloop of war. Previous to his obtaining a command, he presented a statement of his services to Viscount Melville, accompanied by the following document:—

"In certifying the above statement of the meritorious and distinguished services of Captain Arabin, for the most part under my own direction and observation, I feel it but justice to him to remark, that his being constantly selected for services of difficulty and danger, where zeal and ability were required, and the development of those qualities having ensured the success of the operation, the best possible earnest for the future is afforded, and the acquirements consequent of such experience, with close application and study in the higher branches of professional knowledge, being proportionate thereto, I do not hesitate to say, that his promotion to the rank which can alone afford the probability of his rising to that of flag-officer, during the active time of life, promises *advantage to the service*, as well as to the individual whom I have it much at heart to see in his place in the profession to which he has devoted his youth so unremittingly. (Signed) "W. SIDNEY SMITH, Vice-Admiral."

On the 2d July, 1821, Captain Arabin was appointed to the Argus 18, intended for the Halifax station, where he received a post commission, from England, dated March 20th, 1823. His last appointment was, Dec. 23, 1825, to the North Star 28, fitting out for the African station, where he captured several slave vessels crowded with victims to the cupidity of Brazilian and Spanish traders. Previous to his return home, he visited Rio de Janeiro, and there received on board Viscount Strangford, Envoy Extraordinary to the Court of Brazil, whom he landed at Portsmouth, June 29, 1829. The North Star was soon afterwards put out of commission.

Captain Arabin married a daughter of the late Sir George Berriman Rumbold, Bart. formerly British Consul-General at Hamburgh, whose widow was afterwards united to Sir W. Sidney Smith, and died at Paris, in May, 1826.

Agent.—J. Hinxman, Esq.

PRICE BLACKWOOD, Esq.

Son of the Hon. Hans Blackwood, brother to Lord Dufferin, by M. Hester, second daughter and co-heiress of Sir Robert Temple, Bart.*

Mr. Price Blackwood was born at Dublin, May 26th, 1796. He first went to sea, May, 1808, in the Warspite 74, commanded by his uncle, Captain (now Sir Henry) Blackwood, under whom he continued to serve, on the Mediterranean and Channel stations, until about June, 1813; when, having passed his examination for lieutenant, he joined the Goliah 58, Captain Frederick Lewis Maitland, fitting out for the North American station; where he was promoted into the Mohawk sloop, Captain Henry Litchfield, March 10, 1814. His subsequent appointments were,—Oct. 1st, 1814, to the Tanais 38, Captain Joseph James;—June 10th, 1816, to the Active 46, Captain Philip Carteret (both of which frigates were employed in the West Indies);—Aug. 6th, 1819, to the Leander 60, as flag-lieutenant to Sir Henry Blackwood; and in April, 1820, to act as commander of the Curlew sloop, then employed in the Persian Gulph, and afterwards in the China seas. In Feb. 1822, his uncle appointed him acting captain of the Leander; and in May following he was removed to the Topaze 46, which frigate he brought home

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* A brief account of the Blackwood family will be found in the note at p. 642 of Vol. I. Part II. The Temples, of Stowe, in Buckinghamshire, are, according to many genealogists, descended from Leofric, Earl of Mercia, and the famous Godiva, who is reported to have rode naked through Coventry, in order to obtain from her husband some immunities for the inhabitants.

and paid off, in October, 1822. His Admiralty commissions as Commander and Post-Captain bear date June 4th, 1821, and April 2d, 1823.

Captain Price Blackwood married, July 4th, 1825, Helen Selina, eldest daughter of the late Thomas Sheridan, Esq.

Agents.—Messrs. Cooke, Halford, and Son.

HON. HENRY JOHN ROUS.

SECOND son of John, first Earl of Stradbroke, by Charlotte Maria, daughter of Abraham Whittaker, Esq. and brother and heir presumptive to the present peer.

This officer was born Jan. 23, 1795. We first find him serving as midshipman under Captain (afterwards Sir William) Hoste, and assisting at the capture of la Tisiphone French national xebec, two gun-boats, seven transports laden with timber for the Venetian government, and two merchant vessels, by the boats of the Bacchante frigate, at Port Lema, on the coast of Istria, in the night of Aug. 31st, 1812. He also bore a part at the capture of the Corfu flotilla, Jan. 6th, 1813; as will be seen by reference to our memoir of Captain Donat Henchy O'Brien *. On the 15th May following, he assisted at the capture and destruction of the castle and batteries of Karlebago, mounting two long 12-pounders, four nines, and two brass sixes †; and on the 12th June in the same year, he commanded the Bacchante's yawl, under the orders of Lieutenant Silas Thomson Hood, in a most brilliant affair on the coast of Abruzzi, the result of which was the capture of seven large Neapolitan gun-vessels, each mounting a long 18-pounder in the bow, three others armed with 4-pounders, and fourteen sail of merchantmen, from Ancona bound to Barletta, many of the latter lying aground under the town of Gala Nova, and pro-

* See Suppl. Part IV. pp. 277—281.

† See Vol. II. Part I. p. 477.

tected by more than 100 soldiers, with two field-pieces, on the beach. "*This*," says Captain Hoste, "*was the force opposed to a frigate's boats; but no disparity of numbers could check the spirit of the brave officers and men employed in this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger, and to despise it, have so frequently shewn; and never was there a finer display of it than on this occasion. The boats, as they advanced, were exposed to a heavy fire of grape and musketry; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss.* I beg leave to recommend Lieutenant Hood to the notice of the commander-in-chief in the strongest manner; I am unable to do justice to his merit. He speaks in the highest possible terms of Lieutenant Francis Gostling; acting Lieutenant Webb, who distinguished himself so much in January last, with the Corfu flotilla; Lieutenants Holmes and Haig, R. M.; and Messrs. Rees, Rous, Hoste, Farewell, Waldegrave, Langton, M'Kean, and Richardson."

The loss sustained by the British on this occasion was rather severe, though not so much as might have been expected from the enemy's superiority of force, the obstinacy of the contest, and the boats' crews being exposed to a scattered fire of musketry while employed in getting the prizes afloat. Three men were killed, and six very badly wounded, one of whom survived only a few hours.

On taking possession of the merchant vessels, the whole of which were loaded with oil, it was found that the plugs had been taken out of the bottoms of those aground, and that they consequently were half full of water. In the ensuing night, one of these vessels, under the charge of Mr. Rous, filled and upset, but did not go down, owing to the buoyancy of her cargo. The wind was then blowing strong, with a heavy sea, notwithstanding which Mr. Rous and his prize crew were providentially enabled to hang on by the starboard gunwale, from midnight until 4 A. M., when they had the good fortune to be discovered and picked up by the

Hon. Mr. Waldegrave, commanding the very sternmost vessel of the convoy, and under a press of sail for Lissa.

From this period, Mr. Rous was engaged in a variety of important operations,—including the capture of Rovigno, on the coast of Istria; the island of Lesina; and the strong fortresses of Cattaro and Ragusa; by the reduction of which the allies became masters of every military post in Dalmatia, Croatia, Istria, and the Frioul, together with all the islands in the Adriatic Sea *.

Mr. Rous's promotion to the rank of lieutenant took place May 18th, 1814; and on that occasion he was appointed to the Alcmene 38, Captain Jeremiah Coghlan. From Aug. 4th following until Jan. 1816, he served in the Mæander 38, Captain John Bastard. In Jan. 1817, he received an appointment to the Conqueror 74, fitting out for the flag of Rear-Admiral Plampin, from which ship he was advanced to the command of the Podargus 14, at St. Helena, Nov. 26th in the same year.

The Podargus was paid off in Aug. 1819; and Captain Rous subsequently commanded the Sappho 18, on the Irish station, and Hind 20, in the Mediterranean, where he was serving when promoted to post rank, April 25th, 1823. His last appointment was, July 30th, 1825, to the Rainbow 28, in which ship he visited every part of the East India station, and discovered a river to the northward of Sydney, in New South Wales, where there is said to be fine and very safe anchorage. To this river he gave the name of Richmond. The Rainbow was put out of commission, at Portsmouth, Aug. 25th, 1829.

Agent.—C. Clementson, Esq.

CHARLES PHILLIPS, Esq.

Fellow of the Royal Society.

Is the son of the late Dr. George Phillips, of Haverford-

* See Vol. II. Part I. pp. 477—481.

west, in Pembrokeshire, and connected with most of the principal families in that county.

This officer entered the royal navy at an early age, as midshipman on board l'Aigle frigate, Captain (now Admiral Sir Charles) Tyler, with whom he suffered shipwreck, near Tunis, in 1798. He then joined the Marlborough 74, Captain Thomas Sotheby, employed in the blockade of Cadiz; and subsequently the Warrior, of similar force, commanded by Captain Tyler, in which ship he continued during the remainder of the war.

The Warrior was with Lord Keith when that officer pursued the combined fleets of France and Spain from the Mediterranean to Brest, in Aug. 1799; from which period she was stationed off Ushant until the beginning of 1801, when we find her attached to the expedition under Sir Hyde Parker, destined to act against the Northern Confederacy. On the 2d April, 1801, Mr. Phillips was employed in her boats, rendering assistance to the Monarch 74, one of Lord Nelson's supporters in his memorable attack upon the Danish line of defence before Copenhagen.

On her return home from the Baltic, the Warrior was ordered to join Sir James Saumarez, then commanding a squadron off Cadiz; from which station she proceeded to the West Indies, in company with some other ships, to watch the motions of a French force which had been sent against St. Domingo, immediately after the suspension of hostilities, in 1801. She was paid off at Plymouth, in the summer of 1802.

During the remainder of the peace of Amiens, Mr. Phillips, then a passed midshipman, served in the Spitfire sloop, on the Milford and Irish stations; and subsequently, in the Canopus 80, bearing the flag of Rear-Admiral (afterwards Sir George) Campbell, off Toulon. On his return to England, he was appointed sub-lieutenant of the Wrangler gun-brig, in which vessel's six-oared cutter he captured le Bien-Aimé, French transport, lying under a battery of four guns, two field-pieces, and a mortar, near Etaples. For this service he was promoted to the rank of lieutenant,

in l'Argus sloop, on the West India station, Sept. 17th, 1806.

We next find Mr. Phillips commanding the Affiance schooner, on the coast of Demerara, from which vessel he was removed to the Phœbe 36, Captain James Oswald. After serving for some time in that frigate, on the Plymouth and Mediterranean stations, he joined the Barfleur 98, bearing the flag of Rear-Admiral Charles Tyler, and employed in the blockade of Lisbon, from whence she escorted home the first division of the Russian squadron, surrendered by Vice-Admiral Siniavin, in the autumn of 1808.

Mr. Phillips next served under Vice-Admiral George Campbell, in the Downs; and, during the Walcheren expedition, as flag-lieutenant to Sir Richard Goodwin Keats, with whom he afterwards proceeded to the defence of Cadiz, in the Implacable 74. While employed in that arduous service, he was successively appointed to the command of the Wizard and Tuscan, 16-gun brigs, Onyx 10, and Hound bomb; which latter appointment appears to have been confirmed by the Admiralty, but not until nearly two years after the date of his first acting order. In the course of this period, he was frequently engaged with the enemy's batteries, particularly during the last heavy bombardment of Cadiz from the forts near Matagorda; and on one occasion he had the satisfaction of personally rescuing a Spanish vessel, which had drifted on the beach, under the fire of fort Napoleon. If we mistake not, he was also employed in co-operation with Lieutenant-General Graham (now Lord Lynedoch), when that officer marched from Tariffa, and obtained a brilliant victory over Marshal Victor, at Barrosa *. In the early part of 1812, he reported his having captured a row-boat privateer, and the destruction, by the boats of the Onyx and Desperate, of a merchant brig lying on the beach near Conil, where she was protected both by great guns and musketry. His promotion to the rank of commander took place Oct. 6th, 1812.

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* See Captain WILLIAM HENRY SMYTH.

In 1817, Captain Phillips submitted to the Admiralty a plan for propelling ships by the capstan; and, in 1819, another, for increasing the power of that machine by wheel-work, which was the basis of the improved capstan now bearing his name, and for which he has a patent. The following extracts are taken from his recently printed explanation and description of this very valuable invention:—

"The experience of ten years, the period since Captain Phillips's capstan was first introduced into His Majesty's service, has enabled him to submit three several plans of improved capstans, founded upon his first invention, engravings of which are attached. His arrangement of wheel-work produces a greater power with the same proportioned wheels than any he has ever seen, as the power gained by the difference of diameter between the first and last wheel is always increased equal to an entire revolution of the first mover; the series of wheels may in consequence be of less diameter than in any other arrangement, and necessarily lighter. This additional power is gained by fixing the exterior wheel, and communicating the effect so produced to the capstan, by bolts fixed to, or withdrawn from, the frame that carries the centre of the intermediate pinions.

"Whenever it is necessary to use a greater power than the leverage of the bars produces in the simple capstan, a resource is found in tackles; but they are not continuous, very long in application, and very difficult to be removed, particularly when surges take place: with Captain Phillips's capstan, on the contrary, the application of the power is immediate, it is subject to no difficulty in removal, and continues its motion as long as may be required; whereas the motion of the tackle can but continue until the two blocks come together. The power capstan is as strong as the plain capstan, therefore there can be no risk in using it; and it does not follow that the power is to be applied on all occasions, more than that recourse should be had to tackles in every trifling difficulty; but it is highly advantageous that, when great obstacles are to be overcome, such a power should be always at hand, and capable of being applied, in the darkest night, in less than a minute; and as a proof that it has been of material benefit in an extreme case of difficulty, it is but to quote the words of Captain Parry, at the court-martial held upon the officers of the Fury, for the wreck of that ship, where he distinctly stated, that, but for Phillips's capstan, the expedition must have remained another winter in the ice.

"The advantages and peculiarities of these capstans are, that although used with different powers, both capstans traverse the same way, either as a common or increased power capstan; and that the people are never obliged to turn themselves at the bars, and to heave the other way, when a different power is applied, and in so doing to leave the capstan entirely dependent upon the pauls; but the capstan is, under all circumstances,

either during the shifting the powers, or otherwise, as much supported by the strength of the people as the ordinary capstan is; thus clearly shewing that this arrangement of the wheel work is peculiarly adapted to capstans. Nor is the situation of the works necessarily confined to one place, but may be left entirely to the option of the constructor or employer."

Captain Parry, in the narrative of his third voyage for the discovery of a N. W. passage, says :

"The strain we constantly had occasion to heave on the hawsers, as springs to force the ships through the ice, was such as, perhaps, no ship ever before attempted; and by means of Phillips's invaluable capstan, we often separated floes of such magnitude as must otherwise have baffled every effort. I cannot omit this opportunity of expressing my admiration of this ingenious contrivance, in every trial to which we put it in the course of this voyage. By the perfect facility with which the machinery is made to act, or the contrary, it is easily altered and applied to any purpose, in ten or fifteen seconds; and the slowness, and consequent steadiness of the power, render it infinitely less trying to the hawsers than any purchase we were before enabled to adopt on board a ship, independent of the great personal risk consequent on the snapping of a hawser."

The great benefit of the improved capstan to ships that may be short-handed, and also where the messenger is made equal to withstand the strain, Captains George W. C. Courtenay and Williams Sandom, have fully proved in letters to Captain Phillips;—the former officer states, that he was enabled to get a 20-gun sloop under weigh, at a time when he had only fourteen efficient men on board; and Captain Sandom says :—

"While in command of different vessels on the West India station, for nearly four years, I frequently experienced the great advantage arising from the power of your capstan, more particularly when sickness had so reduced the crew as to render an attempt to weigh the anchor with the usual means doubtful and dangerous; and I found I could always apply the increased power with safety, by using lengths of the stream chain cable in lieu of a hempen messenger, by which means a great saving accrued, as the hempen messengers, particularly in the West Indies, were always giving way."

Another most important advantage to be derived from the use of the patent capstan has likewise been proved by Lord Napier, who, in a letter to Captain Phillips, says :—

"Whilst running down the coast of Brazil in H. M. S. Diamond, then

under my command, it was determined to come to an anchor for the night, under the Illa Francesa. The anchor not having taken the ground properly, the ship drove upon a bank at the very top of high water. As the tide ebbed, we laid out the small bower-anchor, broad on the larboard bow, brought the bower-cable direct to the capstan, and started about eighteen tons of water. When the tide had made sufficiently, we hove round to a heavy strain, and continuing to do so at intervals, the ship was literally dragged off by the great power of the capstan, and the strength of a new cable, leaving behind her on the shoal, as we found afterwards in dock, a great part of her false keel. Now, had it not been for the enormous power acquired by the application of your invention, I am of opinion that the ship would not have been got off without landing the whole of the guns and provisions; and as it came on to blow very fresh the next day, I am equally inclined to believe that the safety of the ship was due, in a great measure, to the facilities afforded thereby, and the promptitude with which they were applied."

The continuation of peace since the first introduction of the improved capstan, has not permitted one of its greatest benefits to be shewn,—that of the facility which it gives to the sudden equipment of an armament at the breaking out of a war, when but few seamen can be immediately obtained. The want of such a purchase was strongly felt at the renewal of hostilities in 1803, when the first squadron was equipped at Plymouth. But supposing there was no want of seamen, and that the marines alone were sufficient for the heaviest work on board, such as swaying up the yards and topmasts, how many more men could be spared for dock-yard duty, and for other contingencies attendant on fitting out.

This most excellent invention led to Captain Phillips's appointment, Sept. 6th, 1821, to the Spey of 20 guns; and it has recently been ordered, that, for the future, all the power capstans used in the royal navy shall be constructed upon his plan, "and that any ship upon being commissioned, having the plain capstan, may exchange it for one on the improved principle with any ship in ordinary having one of equal size, provided the public service is not interfered with by any delay in the exchange."

The Spey proving defective, Captain Phillips was removed, on the 30th Oct. 1821, to the Bann sloop, of similar force, fitting out for the African station, where he rescued 813

slaves, in a cruise of four months. During his stay there, he had four severe attacks of fever; and in the beginning of May, 1823, his ship, then at Ascension, where he was obliged to invalid, had already lost her purser, gunner, and captain's-clerk, two midshipmen, twenty sailors, five marines, and four boys, all of whom fell victims to the climate of Africa. His post commission bears date May 15th, 1823.

In 1825, Captain Phillips invented a method of suspending ships' compasses, so as to prevent their being affected by the firing of guns in action, or from any other concussion, and to ensure their preserving a horizontal position in all sorts of weather. The most favorable reports have been made on this instrument by Captains Henry E. P. Sturt and Frederick Marryat; the former of whom says, that the concussion from firing the guns of the Phäeton frigate, while under his command, had no apparent effect on the steadiness of the card; and the master of the Ariadne 28, lately commanded by Captain Marryat, states, that while he was employed in boats, searching for some supposed rocks off the Western Islands, notwithstanding the shock occasioned by the oars, the vibration never exceeded half a point, whereas the compass cards supplied by the dock-yard, for boats' use, went completely round and round.

In 1827, Captain Phillips applied the hydrostatic principle, of water rising to its own level, to the pumpdales of ships, by which he has enabled them to be cranked under the lower-deck, so as to free it from such a serious incumbrance, and yet to allow the water to deliver itself from the same height as before. The pumpdale of the Asia 84, intended for the flag of Sir Edward Codrington, was the first placed according to this plan. In addition to these, Captain Phillips has proposed several other improvements, which are now on trial. He was elected a Fellow of the Royal Society in 1829; and has recently been appointed to the command of the Ariadne.

This scientific officer married, Sept. 25th, 1823, Elizabeth, daughter of William Nicholson, of St. Margaret's, Rochester Esq.

THOMAS BALL CLOWES, Esq.

Is the son of a deceased medical gentleman, formerly resident at Sandwich. He served as midshipman under Commodore (now Sir Edward W. C. R.) Owen; passed his examination in April, 1809; obtained the rank of lieutenant, Dec. 26th, in the same year; and was appointed to the Hamadryad frigate, Captain Sir Thomas Staines, about June, 1810. His commission as commander bears date March 23d, 1812.

Captain Clowes's subsequent appointments were, June 2d, 1812, to the Sparrowhawk brig, of 18 guns, employed in the Mediterranean; and, May 22d, 1821, to the Rose 18, about to be launched at Portsmouth, in which vessel he sailed for the above station, on the 20th August following. He obtained post rank May 16th, 1823.

Agent.—W. M'Inerheny, Esq.

DAVID BUCHAN, Esq.

Principal Sheriff of Newfoundland.

This officer obtained a lieutenant's commission, Jan. 29th, 1806. The first mention we find made of him, subsequent to that period, is in "Barrow's Chronological History of Voyages into the Arctic Regions," published in 1818;—Mr. Barrow says:—

"Since the first establishment of the fishery on the banks of Newfoundland, very little communication has at any time been had with the natives of this large island, and for more than half a century past none at all; indeed, it was considered by many as doubtful whether there were on the island any permanent inhabitants, or whether the Indians, sometimes seen on the western coast, did not come in their canoes across the straits of Bellisle, merely for the purpose of fishing and killing deer. A settler, however, reported that, in the autumn of 1810, he had discovered a storehouse on the banks of the River of Exploits. Upon this report, Sir John Duckworth sent Lieutenant Buchan, commander of the schooner Adonis, to the Bay of Exploits, for the purpose of undertaking an expedition into the interior, with a view of opening a communication with the

native Indians, if any such were to be found. His vessel was soon frozen up in the bay; and on the 12th January, 1811, Mr. Buchan began his march into the interior, along the banks of the river, accompanied by twenty-four of his crew, and three guides; and, having penetrated about 130 miles, discovered some wigwams of the natives. He surprised them; and their inhabitants, in number about 75 persons, became in his power. He succeeded in overcoming their extreme terror, and soon established a good understanding with them. Four of the men, among whom was their chief, accepted his invitation to accompany him back to the place where, as he explained to them by signs, he had left some presents which he designed for them.

"The confidence by this time existing was mutual, and so great, that two of Mr. Buchan's people requested to remain with the Indians till his return with the presents. They were permitted to do so; and Mr. Buchan set out on his return to his depôt, with the remainder of the party and the four Indians. They continued together for about six miles, (to the resting place of the night before,) when the chief declined going any farther, and with one of his men took leave, directing the other two to go on with Mr. Buchan. They did so, till they came near the place to which they were to be conducted, when one of them became panic-struck, and fled. But the tempers of the two men were different. The other remained unshaken in his determination, and with a cheerful countenance, and an air of perfect confidence in the good faith of his new allies, motioned to them with his hand to proceed; disregarding his companion, and seeming to treat with scorn Mr. Buchan's invitation, to depart freely if he chose to do so. Soon afterwards the party reached their rendezvous; slept there one night; loaded themselves with the presents, and returned again to the wigwams," (leaving eight men behind in charge of the depôt). "The behaviour of the Indian remained always the same. He continued to shew a generous confidence, and the whole tenor of his conduct was such as Mr. Buchan could not witness without a feeling of esteem for him. On arriving at the wigwams they were found deserted, and the Indian became exceedingly alarmed. Many circumstances determined Mr. Buchan to let him be at perfect liberty; and this treatment revived his spirits. The party spent the night at the wigwams, and continued their route in the morning. They had proceeded about a mile, when, being a little in advance before the rest of the party, the Indian was seen to start suddenly backward. He screamed loudly, and fled with a swiftness that rendered pursuit in vain. The cause of his flight was understood when Mr. Buchan, the next moment, beheld upon the ice, headless, and pierced by the arrows of the natives, the naked bodies of his two marines who had been left with the Indians."

The following are extracts of Lieutenant Buchan's journal:—

"On coming up, we recognized with horror the bodies of our two unfortunate companions, lying about 100 yards apart; that of the corporal (James Butler) was pierced by an arrow in the back; and three others had entered the body of the private marine (Thomas Bouthland): they were laid out straight, with the feet towards the river, and backs upwards, their heads were off, and no vestige of garments left; several broken arrows were lying about, and a quantity of bread, which must have been emptied out of the knapsacks; very little blood was visible. This melancholy event naturally much affected all the party; but these feelings soon gave way to sensations of revenge. Although I was fully aware of the possibility of finding out the route they had taken, yet prudence called on me to adopt another line of conduct; that all our movements had been watched I could have no doubt; and my mind became seriously alarmed for the safety of those who had been left with the sledges; I conceived it, therefore, of the utmost consequence to lose not a moment in joining our other men. Having given to the people with me some little refreshment, I caused them to be formed into a line of march, those having fire-arms being in the front and rear, those with cutlasses remaining in the centre, and all were charged to keep as close together as the intricacies would permit. On opening the first point of the river-head, one of the men said he observed an Indian look round the second point, and fall back; on coming up, we perceived that two men had certainly been there, and had retreated; we afterwards saw them at times, at a good distance before us; the tracks shewed that they had shoes on. This caused considerable perplexity; the guides, and indeed all the party, were of opinion that the Indians had been to the sledges, and that those two were returning down the river to draw us into a trammel, for they supposed a body of them to be conveniently posted to take advantage of us in some difficult pass. These conjectures were probable; they strongly urged my taking to the woods, as being more safe. Although this was certainly true, it would have been attended with great loss of time, as, from the depth and softness of the snow, we could not possibly perform it under two days; but as the immediate joining my people was paramount to every other consideration, for our conjectures might be erroneous, and as I was, in this instance, fain to suspect that curiosity had predominated over the obligations of duty, I continued on by the river side. At noon, we arrived at the fireplace, and finding all well I experienced great relief, after four hours spent in unutterable anxiety for their fate. The two men who had been straggling were easily discovered by the sweat which still rolled down their faces. Nothing now remained for us but to make the best of our way down the river; especially as a thaw had set in, and the ice was speedily breaking up. We therefore set forward, and after a most painful journey, chiefly through soft snow or water, succeeded in reaching the Adonis on the 30th January.

"The lake on which the Indians were found does not appear to have

been discovered during any excursion from the north side of the island; but there is no question of its having been seen in some route from the Bay of Islands along by the Humber river, or from St. George's Bay by a communication of waters; for in Cook and Lane's chart, published by Laurie and Whittle, in May, 1794, there is a pond delineated, which, from relative distances and appearances, I have no doubt to be the same on which our unfortunate companions lost their lives."

We next find this officer employed in surveying the coasts of Newfoundland; and afterwards, commanding the Pike schooner; to which vessel he was first appointed Mar. 26th, 1814; and again, with the rank of commander, April 13th, 1816. He subsequently received the thanks of the inhabitants of Newfoundland, for his exertions and humanity during the calamitous winter of the latter year.

On the 14th Jan. 1818, Captain Buchan was appointed to the Dorothea hired ship, and the command of an expedition which, in consequence of the disappearance of the arctic ice from a very considerable extent of the Greenland seas, it had been resolved to equip, for the discovery of a northern communication between the Atlantic and Pacific Oceans. The orders under which he sailed from England were, to proceed directly north, between Greenland and Spitzbergen, and in the event of meeting with a sea free from land, in which case it was hoped it would also be free from ice, to proceed direct for Behring's Strait. Another expedition, under Captain John Ross, was at the same time directed to proceed up the middle of Davis's and Baffin's Straits to a high northern latitude, and then to stretch across to the westward, in the hope of being able to pass the northern extremity of America, and reach Behring's Strait by that route, a distance greater than the one laid down for Captain Buchan, by nearly one-third. The Dorothea's consort on this occasion was the Trent hired brig, commanded by Lieutenant (now Sir John) Franklin.

The interest excited by the equipment of these vessels was of so general a nature, that there is scarcely an individual who is not fully in possession of its purport; but, as no official narrative of the voyage has hitherto been published, the following authentic outline may not prove uninteresting.

Captain Buchan sailed from Deptford early in May 1818, and, few obstacles presenting themselves, the island of Spitzbergen was approached on the 26th of that month. Its shores at first present a picture of dreariness and desolation: craggy mountains, with their summits towering above the clouds; deep glens, filled with eternal snows, and stupendous icebergs, are the principal objects which attract attention. The eye, however, soon becomes familiarized to such a scene, and the mind is then filled with admiration of its grandeur and magnificence.

The ships pursued an almost uninterrupted course along the western shore of this island, until they reached Cloven Cliff, its northern boundary, where they found that impenetrable barrier of ice described by Captain Phipps, which has hitherto frustrated every endeavour to reach the Pole. Twice they were led into it by flattering prospects, and each time the floes closed upon them, so that they could neither advance nor recede.

These discouraging circumstances, though they threw a damp upon the most sanguine expectations, served but to redouble the ardour of every officer and man. Finding that the sails alone were insufficient to force a passage, the laborious operation of dragging the ships with ropes and ice-anchors was resorted to; an experiment never before made, and now attempted more with the determination of leaving nothing undone, that might afford the slightest prospect of accomplishing the important enterprise in view, than with any expectation of its succeeding to the desired extent. This fatiguing duty was at first rewarded with some degree of success; but difficulties increased as the vessels proceeded, and at length the compactness of the ice was such, that they became quite immoveable. The first time, they were beset for thirteen days, within two miles of the land, and in such shoal water that the rocks were plainly to be seen in the offing. On the second occasion they penetrated as far as 80° 14′ N., and remained among the ice nearly four weeks; sometimes striking against it with a violence that made them rebound, and frequently suffering much from its pressure,

which nothing but their prodigious strength could have withstood. So powerful was this compression, that the planks of their decks were split; and the vessels themselves occasionally lifted up several feet, and thrown over, very considerably, on their bilges.

On the evening of the 29th of July, being once more in the open sea, Captain Buchan, whose patience had been so severely tried, but who was still anxious to make the most of the remainder of the season, steered to the westward, in the hope of meeting with a more favorable opportunity of reaching a higher northern latitude in that direction; and with the determination, in the event of failure, of making the attempt to the eastward of Spitzbergen. Unfortunately for the successful issue of this project, the ships had scarcely entered upon it when a violent gale came on suddenly; and they were reduced to the almost hopeless alternative of taking refuge amongst the ice, from the pressure of which, in smooth water, they had so narrowly escaped, that it appeared scarcely possible for them to survive its effects, now that it had become most violently agitated by the storm.

The first contact with the icy barrier—the moment of almost inevitable destruction—was deferred to the last instant; in the hope of a change, and in order to prepare the vessels, as much as possible, for the premeditated collision, by cutting up the cables, and hanging the pieces as fenders over the bows. At length the dreaded moment arrived; there was but one wave between the vessels and the margin of the ice, which latter was buried in foam, and heaving and grinding with the effect of the tempest, to a degree that the noise it occasioned completely drowned the voices of the crews. The helm was put a-weather, and the fore-top-sail added to the head-sail upon each vessel, in order that she might the more successfully force herself past the turbulent margin of the awful barrier, and enter so far, that, in case of her destruction, the crew might have some chance of saving themselves upon the ice. The reader will imagine the anxiety with which the officers and men awaited the first shock, and their heartfelt joy at finding it successfully resisted. The vessels,

pressed by canvass, had acquired considerable velocity; but this was instantly stopped on reaching the edge of the pack, and they owed their safety, partly to their being forced an-end by the violence of the sea, and partly to the fortunate position in which they had been placed by their commanders. It is needless to add, that the havoc upon them was great: their rudders were squeezed and rendered useless; the greater part of their timbers were either broken or sprung; and the Dorothea was stove in several places.

Preparations were now made for putting the boats and provisions on the ice; but, providentially, a favorable change soon took place. An immense floe, which had impeded the progress of the Trent, was split by a blow of her stem, and the several pieces, re-uniting after she had passed between them, formed a breakwater, and afforded such protection as yet to hold out hopes of her safety.

By 4 P. M., *on the 30th, the* gale had abated; the wind shifted, and the Trent forced her way out: the Dorothea had suffered too much to make the attempt. Early next morning, however, both vessels were clear of the ice; but in so shattered a condition, as to render their continuance at sea most perilous.

The hopes of the expedition being now at an end, Captain Buchan reluctantly yielded to necessity, and lost no time in making for the nearest anchorage. The port of Smeerenberg being found too insecure to admit of the vessels undergoing a temporary repair there, he proceeded from thence to Danes' Gat, the best harbour yet discovered in Spitzbergen, where he remained until the end of August.

In this expedition, which has never had justice done it, many interesting magnetical and astronomical observations were obtained, which have been published by Mr. George Fisher, astronomer, of whom mention is made in our memoir of Sir W. E. Parry.

Captain Buchan's last naval appointment was, May 24th, 1819, to the Grasshopper of 18 guns, fitting out for the Newfoundland station; where he received his post commission from England, dated June 12th, 1823. Previous to this

advancement, he had again undertaken the arduous task of investigating, during the winter season, the interior of that colony; "a service never sufficiently noticed, but in which was manifested all that persevering spirit, intrepidity, and hardihood of endurance, which characterises a British seaman under every possible aspect of peril." One of his companions, on this occasion, was Mr. Charles Crump Waller, midshipman, a clever and highly respectable young officer, who afterwards served in one of the expeditions under Captain Parry *, and died at Southsea, Hants, Sept. 16th, 1826.

Captain Buchan was appointed Principal Sheriff of Newfoundland, in April, 1825. He married a sister of Lieutenant-Colonel Adye, royal artillery; in which corps, we believe, he has a son, who accompanied him towards the north pole, in 1818.

JOHN WALTER ROBERTS, Esq.

Eldest son of the Rev. Wiliam Roberts, D. D. Vice-Provost of Eton College, and Rector of Worplesdon, co. Surrey, by a daughter of the late Colonel John Gore, Lieutenant-Governor of the Tower of London, and sister to Vice-Admiral Sir John Gore, K. C. B †.

This officer was born in 1792; and entered the navy, as midshipman on board the Medusa frigate, commanded by his maternal uncle, under whom he served, in that ship and the Revenge 74, from Dec. 1804 until Aug. 1808. During this period he visited the Cape Verd Islands, Calcutta, St Helena, and Cadiz; saw much active service off Brest, l'Orient, and Rochefort; and witnessed the capture of four French frigates of the largest class, by part of the squadron under Sir Samuel Hood, who lost his right arm in the action ‡.

* See Suppl. Part IV. p. 362.

† See Suppl. Part II. p. 466. The father of the above mentioned Dr. Roberts was Provost of Eton. His family originally came from Gloucestershire, but have been long settled in the county of Monmouth.

‡ See *Id.* p. 481. *et seq.*

Mr. Roberts next joined the Endymion frigate, Captain the Hon. Thomas Bladen Capel, and continued in her until Sir John Gore assumed the command of the Tonnant 80, in Sept. 1810, when he again became one of his midshipmen. From the latter ship, he was promoted into the Armada 74, Captain Charles Grant, on the Mediterranean station, March 6, 1812. He afterwards successively served in the Repulse 74, Captain Richard Hussey Moubray, employed off Toulon; l'Impérieuse frigate, Captain the Hon. Henry Duncan, on the coast of Italy; and Revenge, as flag-lieutenant to Sir John Gore, in the Adriatic. His advancement to the rank of commander took place Aug. 26th, 1814.

On the 18th April, 1820, Captain Roberts was appointed to the Shearwater brig, in which he proceeded to St. Helena, the Cape of Good Hope, and Mauritius. While commanding that vessel, he was obliged to throw all her guns overboard in a tremendous gale of wind.

The Shearwater was paid off at Portsmouth, in the beginning of 1822; and in June following, Captain Roberts received an appointment to the Thracian 18, fitting out for the Jamaica station, where his boats, under the command of Lieutenant Amos Plymsell, assisted those of the Tyne 28, Captain John Edward Walcott, in capturing the Spanish piratical schooner Zaragozana, mounting one long 18-pounder, four 9-pounders, and eight swivels, with a crew of from 70 to 80 men; of whom 24 were soon afterwards sentenced to death, and executed. The particulars of this capture, and copies of documents shewing the importance attached to it, both by the commander-in-chief at Jamaica and the Board of Admiralty, have been given at pp. 392—395 of Suppl. Part IV.

In April, 1823, Captain Roberts, "who, on every occasion throughout the period of his service with Captain Walcott, had manifested a zeal and effort commanding the applause of all," was appointed to succeed that officer in the command of the Tyne, stationed on the coasts of Cuba and Mexico, from whence he brought home 500,000 dollars and a quantity of cochineal, on merchants' account, Dec. 15th following.

He was promoted to post-rank, June 16, 1823; and put out of commission soon after his return from the West Indies, where the Tyne appears to have suffered much from yellow fever, and lost many of her crew.

Captain Roberts married, in Nov. 1825, Frances, daughter of John Sargent, of Lavington Park, co. Sussex, Esq. formerly M. P. for Seaford. One of his sisters is married to Captain George Wyndham, R. N. nephew to the Earl of Egremont.

EDWARD BOXER, Esq.

Brother to Captain James Boxer, R. N. and Commander William Boxer.

This officer was born at Dover, in 1784; and appears to have entered the naval service under the patronage of Charles, fifth Viscount Ranelagh, commanding the Doris frigate, early in 1798. On the 22nd July, 1801, he assisted at the capture of la Chevrette French corvette, of 20 long 9-pounders and 350 men, under the batteries in Camaret bay, near Brest, by the boats of the Doris, Beaulieu, and Uranie *. He subsequently followed Captain Charles Brisbane into the Trent 36, Goliah 74, and Arethusa 38. On the 28th June, 1803, we find him assisting at the capture of la Mignonne, French 18-gun corvette, near the west end of St. Domingo †. In June, 1805, he joined l'Unité 38, Captain (now Sir Charles) Ogle, who recommended him to the favorable notice of Lord Collingwood, by whom he was received on board the Ocean 98; and promoted, Sept. 29th, 1806, into la Sophie sloop, Captain William Mansell, on the Mediterranean station. His first Admiralty commission bears date Jan. 8th, 1807; at which period he was serving under Captain Hallowell (now Sir Benjamin H. Carew) in the Tigre 80.

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* See Vol. II. Part II. pp. 884—887.

† See Vol. I. Part II. p. 737. Lord Ranelagh died Dec. 24th, 1800, and was succeeded in the command of the Doris by Captain Brisbane.

During the expedition to Egypt, in 1807, Lieutenant Boxer commanded a detachment of seamen landed to co-operate with the army under Major-General Thomas Fraser *. At the capture and destruction of a French convoy, in the Bay of Rosas, Nov. 1, 1809, he led one division of the boats employed, and conducted them with so much bravery and skill as to secure the lasting esteem of his distinguished commander.

On the 28th Oct. 1811, Mr. Boxer was removed with Captain Hallowell to the Malta 80, of which ship he continued first lieutenant during the remainder of the war, with the exception of a short period passed in the temporary command of the Volcano bomb. During the siege of Tarragona, in 1813, he had the direction of all the gun-boats under the orders of Rear-Admiral Hallowell, by whom he was again ordered to act as commander, in the Wizard brig, about the end of Oct. 1814. His promotion to that rank took place Mar. 1st, 1815.

From this period, Captain Boxer remained on half pay till Sept. 6, 1822, when he was appointed to the Sparrowhawk 18, fitting out for the Halifax station, where he received his post commission from England, dated June 23d, 1823. In July, 1824, he became Inspecting Commander of the Coast Guard at Weymouth; and on the 23d Feb. 1827, we find him appointed to the Hussar 46, equipping for the flag of Sir Charles Ogle, with whom he returned home from Nova Scotia, July 4th, 1830. The Hussar was paid off, at Chatham, on the 26th of the same month.

Mrs. Boxer died Jan. 25, 1826, most deeply deplored by her husband, her numerous family, and friends.

Agents.—Messrs. Cooke, Halford, and Son.

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* See Vol. I Part II. p. 482.

GEORGE FREDERICK RICH, Esq.

Son of the late Admiral Sir Thomas Rich (who died at Sonning, near Reading, April 6th, 1804), and brother to Commander Charles Rich.

This officer served as midshipman and lieutenant under Commodore (now Sir Edward W. C. R.) Owen, by whom he was entrusted with the command of a division of gun-boats, at the evacuation of Walcheren, in Dec. 1809. His first commission bears date Dec. 30, 1805, from which period we find no other mention of him than the above, until his promotion to the rank of commander, Oct. 26, 1813. Since the peace, he has commanded the Racoon, Falmouth, and Ringdove sloops, on the Cape of Good Hope, St. Helena, and West India stations. He was made post, July 1st, 1823.

Agents.—Messrs. Stilwell.

THOMAS PETTMAN, Esq.

Was born at Sandwich, of which borough his father is a magistrate. He obtained the rank of lieutenant, Mar. 19th, 1805; and commanded the boats of the Dreadnought 98, bearing the flag of Vice-Admiral Thomas Sotheby, at the recapture of a Spanish merchant ship, under the following disastrous circumstances, Sept. 9th, 1810.

On the 7th of that month, the Dreadnought fell in with the Snapper schooner, and was informed by her commander that a ship was amongst the rocks on the west side of Ushant. On the morning of the 8th, Vice-Admiral Sotheby made sail towards that spot, and, in the evening, discovered the object of his search in a small creek, surrounded by rocks, but apparently not so well protected as to prevent her being taken possession of. The Dreadnought then stood off, without shewing the least appearance of intending an attack, until night, when she again bore up. On the 9th, at 5 A. M., seven boats were manned, armed, and sent away under the command of Lieutenant Pettman, who proceeded to the at-

tack, constantly galled, as he approached, by a heavy fire of small arms, and two 4-pounder field-pieces on the beach. On nearing the vessel, he perceived a number of French soldiers leaving her in the greatest confusion, some of whom were drowned in attempting to reach the shore. Nothing could exceed the ardour displayed by the officers and boats' crews, who soon obtained possession; but, unfortunately, during the time that they were bringing their prize out, a most destructive fire was opened upon them by several hundred troops, situated on a precipice, and secure from any attack that could be made upon them by so small a party. Two boats, with three men in them, being shot adrift, drove on shore during the heat of the action, and were taken possession of by the enemy: the launch, in endeavouring to rescue them, had several men wounded. The loss on the part of the British was Mr. Henry B. Middleton, master's-mate, Mr. William Robinson, midshipman, three sailors, and three marines, killed; Lieutenants Henry Elton and Stewart Blacker, Messrs. George Burt and Henry Dennis, midshipmen, eighteen sailors, and six marines, wounded; five seamen and one marine missing. The French privateer by which this ship had been taken, was lying about a mile distant, but did not offer any opposition to the boats, and, in consequence of the severe loss they sustained, Lieutenant Pettman did not deem it proper to attack her. The prize, thus dearly purchased, proved to be the Maria Antonio, from Teneriffe, with a cargo of barilla, bound to London.

The gallant conductor of the above enterprise was made a commander, June 15th, 1814; appointed to assist Captain George Fowke in the superintendence of the Ordinary at Sheerness, about June 1822; and promoted to post rank, Sept. 5th, 1823. He died in the summer of 1828.

WILLIAM JAMES HOPE JOHNSTONE, Esq.

SECOND son of Vice-Admiral Sir William Johnstone Hope, G. C. B., M. P., Treasurer and Receiver-General of the Royal Hospital at Greenwich, by Lady Anne, eldest daughter of James, third Earl of Hopetown, who, at the demise of his grand-uncle, George, Marquis of Annandale, in 1792, inherited the large estates of that nobleman, and the earldoms of Annandale and Hartfield; neither of which dignities did he, however, assume, but simply added the family name of the deceased marquis, Johnstone, to that of Hope*.

Mr. William J. Hope Johnstone was born, July 28th, 1798; and entered the naval service, as midshipman on board the Sarpedon brig, in June, 1811. He subsequently served in the Adamant 50, Captain John Sykes; Venerable 74, Captain Sir Home Popham; Stirling Castle 74, commanded by the same officer, and employed in conveying the Earl of Moira (afterwards Marquis of Hastings) to Bengal; Latona, receiving-ship at Leith, Captain Andrew Smith; Endymion 40, Captain Henry Hope; Tagus 38, Captain J. W. Deans Dundas; Satellite sloop, Captain James Murray; and Ramillies 74, Captain Thomas Boys. In the Venerable, he was present at the reduction of Lequitio and Castro, on the north coast of Spain; also at the attacks made upon Puerta Galetta, Guetaria, and Santander; and at the destruction of the fortifications of Bermeo, Plencia, Galea, Algorta, Begona, El Campillo las Quersas, and Xebiles, in the summer of 1812†. The Latona and Ramillies bore the flag of his father, as commander-in-chief on the coast of Scotland, in 1813 and the five succeeding years. His first commission bears date May 2d, 1818.

In June, 1819, Lieutenant Johnstone was appointed to the

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* Sir W. Johnstone Hope's eldest son now claims the earldom of Annandale in right of his mother.

† See Vol. II. Part II. pp. 523—527.

Vengeur 74, Captain Frederick Lewis Maitland, C. B. which ship conveyed Lord Beresford from Rio Janeiro to the river Tagus, and the King of the Two Sicilies from Naples to Leghorn, in the year 1820*.

On Sir Home Popham's return from the naval command at Jamaica, a short time previous to his demise, the commander's commission in his gift was bestowed upon the subject of this sketch, and bears date Sept. 9th, 1820. In the following year, being then unemployed, he joined, as a private, the Dumfries-shire yeomanry cavalry, in which respectable corps he is now a captain. On the 28th Feb. 1823, he was appointed to the Eclair sloop, fitting out at Deptford, for the South American station.

While employed in this vessel, affording protection to British property on the north coast of Brazil, the country being then in a very unsettled state, Captain Johnstone differed in opinion with his Majesty's Vice-Consul at Pará, as to the line of conduct that should be taken by the English residents, and requested that they would forthwith withdraw their names from a cavalry corps which had been formed during the recent disturbances in the province; urging the nature of his orders, which required him to discountenance any thing but the strictest neutrality. He afterwards received a note from Mr. Dickenson, the Vice-Consul, wherein the latter expressed himself as follows:—"I have much satisfaction in assuring you, that the British merchants have with alacrity fully adopted your advice, although not consonant with their individual opinions."—At a subsequent period, he had the satisfaction to receive an official letter from the Admiralty, conveying Mr. Secretary Canning's approbation of his conduct.

In January, 1824, the house of Mr. Hesketh, an English merchant at Maranham, and brother to the British Vice-Consul there, was forcibly entered, and searched for arms. Captain Johnstone, thinking a shew of force, by moving the Eclair, might have the effect of producing greater circum-

* See Vol. II. Part. I. p. 399, and note † at ditto.

spection in future, shifted her berth accordingly, and placed her, as soon as possible, on the flank of a low battery, mounting eighteen 9 and 6-pounders. In the meantime, the Vice-Consul had obtained an apology for the outrage committed; but the Junta of the province afterwards deliberated whether they should not deprive the Eclair of her rudder, for approaching so near the shore! On leaving that harbour to join Sir George Eyre (his commander-in-chief) Captain Johnstone received the following letter:—

"*Maranham, 26th Jan.* 1824.

"Dear Sir,—I have the honor to enclose a copy of a letter which I received this morning from the British merchants, under the signatures of their respective firms, expressive of their wish, that the visits of His Majesty's ships to this port may be continued, and their grateful sense of the attention you have paid to the protection of their interests, also of their individual regrets at losing the pleasure of the society of yourself and the officers of H. M. S. Eclair.

"I comply with the wish of the merchants in transmitting the enclosed, and rejoice in the opportunity thus afforded me to express my particular thanks for the zealous and friendly disposition so sincerely manifested on the morning of the 14th instant, towards my brother and myself; and I shall ever feel proud of the acquaintance I have made from your visit to this place. I am, with great truth and regard, my dear Sir, yours very sincerely, (Signed) "ROBERT HESKETH, Vice-Consul."

"*To Captain Johnstone, H. M. S. Eclair.*"

The measures adopted by this officer at Maranham were also highly approved by Mr. Secretary Canning. In Mar. 1824, he assumed the command of the Doris 42, at Pernambuco, into which frigate he had been posted by the Admiralty, on the 21st of October preceding.

The port of Pernambuco was then closely blockaded by a squadron from Rio Janeiro, the province having refused to acquiesce in the wishes of the Brazilian government; and Captain Johnstone remained there nearly four months, for the protection of British property. Notwithstanding every endeavour on his part to steer a perfectly neutral course, he was formally accused by the President, of sending supplies to the royal squadron, which induced him to address a letter to his Excellency, denying that the boats of the Doris had, "either directly or indirectly," been so employed; and stating, that unless the President allowed he had acted on partial

information, His Majesty's ship should receive no more supplies from thence. Obtaining but a very unsatisfactory answer to this communication, he thereupon sailed for Bahia, to complete his water and provisions; having only the disagreeable alternative of allowing the government of Pernambuco to suppose that they might with impunity accuse a British officer of dishonorable conduct, if he remained and took supplies; or of leaving the English merchants under considerable alarm, as was strongly expressed in a letter to him. On his return, however, in a fortnight afterwards, he had the infinite satisfaction to find that no British subject had been molested in any way; and he subsequently received a letter from Rear-Admiral Sir George Eyre, acknowledging the receipt of his despatches on the subject, and perfectly approving of his conduct.

Many other disagreeable circumstances occurred during Captain Johnstone's stay at Pernambuco, but more particularly on the 22d of June, 1824, when two midshipmen of the Doris and a boat's crew were made prisoners, on landing, by the populace, under the impression, we believe, that her boats had assisted in an attack made on the previous night by the blockading officer. In consequence of this outrage, a lieutenant was sent with a letter to the President, demanding "an explicit and ample apology;" and next day, Captain Johnstone received in writing "His Excellency's regrets at the occurrence," and found that a strong proclamation had been issued to enforce civility to all foreigners.

The blockade being raised a few days afterwards, and tranquillity restored, Captain Johnstone rejoined his Admiral at Rio Janeiro, proceeded from thence to the Rio de la Plata, and then sailed for England, where he arrived in Dec. 1824, and paid off the Doris, Jan. 12th following.

Captain Johnstone's next appointment was, June 6, 1828, to the Asia 84, fitting out for the flag of Sir Pulteney Malcolm, commander-in-chief on the Mediterranean station, with whom he is now serving in the Britannia 120, having removed with him into the latter ship, April 28, 1830.

Agents.—Messrs. Cooke, Halford, & Son.

GEORGE FRANCIS LYON, Esq.

Doctor of the Civil Law.

Is a native of Chichester, and son of the late Colonel Lyon, of that city. He was educated at Dr. Burney's celebrated naval academy, at Gosport, co. Hants; entered on the books of the Royal William, flag-ship at Spithead, in 1808; and first embarked in a sea-going ship, the Milford 74, Captain (now Sir Henry William) Bayntun, Aug. 8, 1809. After serving for several months on the French coast, he proceeded to Cadiz in the same two-decker, then commanded by Captain Edward Kittoe, and destined to receive the flag of Vice-Admiral Sir Richard Goodwin Keats, whom he subsequently followed into the Hibernia, a first rate, on the Mediterranean station. On the 23d Nov. 1810, we find him in one of the Milford's boats, engaged in an attack on several of the enemy's gun-vessels, near Santa Maria; on which occasion Lieutenants Thomas Worth and John Buckland, of the royal marines, between whom he was sitting at the time, both fell by one unlucky shot.

Mr. Lyon's next ship was the Caledonia 120, bearing the flag of Sir Edward Pellew (now Viscount Exmouth), who soon appointed him acting lieutenant of the Berwick 74, Captain Edward Brace, under whom he served at the reduction of Genoa, in April, 1814 *. On the 8th of the same month, he was wounded in an attack made by the boats of the Berwick and Rainbow, in conjunction with two Sicilian gun-vessels, upon the enemy's posts near the pass of Rona, with a view to favor the advance of the British army, under Lord William Bentinck. On this occasion, two long 24-pounders and two mortars were taken: the total loss sustained by the boats was two men killed, and five, including Mr. Lyon, wounded. His appointment to the Berwick was confirmed by the Admiralty, July 30, 1814.

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* See Vol. I. Part II. p. 634.

During the war with Murat, in 1815, Lieutenant Lyon appears to have been present at the siege of Gaeta, by the combined Austrian and Anglo-Sicilian forces, under General Baron Laner, and Captain (now Sir William Charles) Fahie *. On the last day of that year he was appointed to the Albion 74, fitting for the flag of Rear-Admiral (afterwards Sir Charles) Penrose, in which ship he bore a part at the battle of Algiers, Aug. 27, 1816 †.

In Sept. 1818, Mr. Ritchie, a gentleman of great science and ability, employed by the British government on a mission to the interior of Africa, arrived at Malta (where the Albion was then lying), attended by M. Dupont, a Frenchman in his pay, whom he had engaged at Marseilles for the purpose of collecting and preparing objects of natural history. It was understood that Captain Frederick Marryat, R. N. was also to have accompanied Mr. Ritchie, but that circumstances had occurred which induced that officer to relinquish his intention of joining the mission. Soon after Mr. Ritchie's arrival at Valette, he became acquainted with Lieutenant Lyon, who, hearing him express his disappointment at having failed to obtain Captain Marryat as his companion on the proposed expedition, offered to supply his place, "hoping that the zeal by which he was actuated would in some degree make amends for his deficiencies in other respects." Mr. Ritchie, without hesitation, accepted his proposal, and in consequence, lost no time in requesting Sir Charles Penrose to solicit the necessary permission for his quitting the Albion. On the 19th of November a favorable answer was received from the Admiralty; and Lieutenant Lyon, who had employed himself during the interval in acquiring the Arabic alphabet, and in otherwise preparing himself for the object in view, immediately followed Mr. Ritchie to Tripoli, where he landed on the 25th of the same month. In 1821, he published his Journal, under the title of "A Narrative of Travels in Northern Africa, accompanied by geographical notices of

* See Vol. I. Part II. p. 718. † See Suppl. Part II. p. 294.

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Soudan, and of the course of the Niger," with a chart of the routes, and a variety of colored plates, illustrative of the costumes of the several natives of that country. The tour is divided into two parts; the first comprises a journey over the Gharian mountains to Benioleed, and the subsequent progress of the mission from Tripoli to Mourzouk, the capital of Fezzan, (lat. 25° 54′ N. long. 15° 52′ E.) where Mr. Ritchie died on the 20th Nov. 1819; the second embraces Mr. Lyon's proceedings between that period and Mar. 25th, 1820, when he returned to Tripoli, after an absence of exactly one year,—"it being deemed too hazardous to attempt advancing any further into the interior, without fresh authority and additional pecuniary supplies from Government." During this period Lieutenant Lyon wore the dress of a Moslem, kept his head shaved, allowed his beard to grow, and travelled under the name of Said-ben-abd-Allah. Previous to the commencement of his journey, he was instructed in reading Arabic by a fighi (or clerk) of one of the mosques, who also gave him all the requisite information respecting the ceremonies used in prayer; which, when he became perfect in them, he taught to Mr. Ritchie. The following extracts will enable our readers, some of whom may not have perused his narrative, to form an idea of what he had to contend with in the course of his travels:

"Mr. Ritchie felt much anxiety respecting a further allowance from Government, as we had scarcely more than money sufficient to pay the hire of our camels to Mourzouk, and beyond that place we were uncertain how we could procure a fresh supply for the use of the mission. He had brought with him a good deal of merchandize; but, from what he learnt at Tripoli, it was likely to be of little service to us, as it consisted of few or none of the articles of trade most commonly used in the interior. I furnished myself with a horse and the greater part of my equipments. M. Dupont thought fit to resign the office which he had pledged himself to fulfil, and abruptly left Mr. Ritchie, influenced, as we had reason to think, by the advice and suggestions of some of his supposed friends. The petty intrigues which were carried on in order to detract from the merits of the mission, and eventually to obstruct its progress, were most disgraceful. Such was the inauspicious state of our affairs, when we entered on our hazardous journey, determined at all events, that, however un-

promising in its commencement, its failure should not be attributed to our want of zeal in the service we had undertaken.

"May 15th, at Mourzouk, (where the mission arrived on the 39th day after leaving Tripoli),—"I was attacked with severe dysentery, which confined me to my bed during twenty-two days, and reduced me to the last extremity. Our little party was at this time miserably poor, for we had only money sufficient for the purchase of corn to keep us alive, and never tasted meat, unless fortunate enough to kill a pigeon in the gardens. My illness was the first break up in our little community, and from that time it rarely happened that one or two of us were not confined to our beds. The extreme saltness of the water, the poor quality of our food, together with the excessive heat and dryness of the climate, long retarded my recovery; and when it did take place, it was looked on as a miracle by those who had seen me in my worst state, and who thought it impossible for me to survive. I was no sooner convalescent, than Mr. Ritchie fell ill, and was confined to his bed with an attack of bilious fever, accompanied with delirium, and great pain in his back and kidneys, for which he required repeated cupping. When a little recovered, he got up for two days, but his disorder soon returned with redoubled and alarming violence. He rejected every thing but water; and, excepting about three hours in the afternoon, remained either constantly asleep, or in a delirious state. Even had he been capable of taking food, we had not the power of purchasing any which could nourish or refresh him. Our money was now all expended, and the Sultan's treacherous plans to distress us, which daily became too apparent, were so well arranged, that we could not find any one to buy our goods. For six entire weeks we were without animal food, subsisting on a very scanty portion of corn and dates. Our horses were mere skeletons, added to which, Belford" (a shipwright of Malta dock-yard, who had volunteered to accompany Mr. Ritchie,) "became totally deaf, and so emaciated as to be unable to walk."

"My situation was now such as to create the most gloomy apprehensions; for I reflected that, if my two companions were to die, which there was every reason to apprehend, I had no money with which to bury them, or to support myself; and must in that case have actually perished from want, in a land of comparative plenty. My naturally sanguine mind, however, and above all, my firm reliance on that Power which had so mercifully protected me on so many trying occasions, prevented my giving way to despondency; and Belford beginning soon to rally a little, we united, and took turns in nursing and attending on our poor companion. At this time, having no servant, we performed for Mr. Ritchie and for ourselves the most menial offices, Mr. Ritchie being wholly unable to assist himself. Two young men, brothers, whom we had treated with great kindness, and whom we had engaged to attend on us, so far from commiserating our forlorn situation, forsook us in our distress, and even carried off

our little store of rice and cussecussoo*, laughing at our complaints, and well knowing that our poverty prevented the redress which we should otherwise have sought and obtained.

Mr. Ritchie was confined to his bed for 58 days. By the 20th of August he had tolerably recovered, though Lieutenant Lyon observed, with much regret, that his late and frequent disorders appeared to have very materially depressed his spirits, insomuch, that he almost constantly remained secluded in his own apartment, silent, unoccupied, and averse to every kind of society.

"Being now reduced to the last extremity, and Mr. Ritchie not thinking it right to draw for money on the Treasury, I drew a bill on my own private account, for 20*l.*, with which we proceeded immediately to the Sultan, hoping it would have the desired effect; Mr. Ritchie having before explained to him, that if he accommodated us with 80 dollars, and sent the draft to his (the Sultan's) wife, who was then resident at Tripoli, she would instantly receive the amount from the British Consul. He still, however, refused to assist us; when on a sudden, artfully pretending to mistake 80 for 8, he exclaimed, 'Well! I did not think it necessary to draw a written agreement for so small a sum; I will advance the eight dollars you require, and you may return them when convenient.' Further explanation to a man determined not to understand was wholly useless; and our poverty not allowing us to refuse the sum, however small, we accepted it; and immediately employed part of our newly acquired wealth in treating ourselves with a little meat. We determined to fatten our horses for sale, and to purchase some fowls and a milch ewe, as a resource against future illness. I often drenched the horses with water, when they were not thirsty, to increase their size and improve their appearance, and at length" (in October) "sold a grey one for seventy dollars, twenty of which, with a negress valued at 32, were paid to us on taking the animal away; the remainder was to be paid when the purchaser had sold his slaves. The girl was a native of Mandra, in Bornou, and about thirteen years of age. Mr. Ritchie was witness with Belford to my liberating her in due form from slavery; but as we were much in want of a servant, it was settled that she was not to return to her native country, my ticket of freedom being only to prevent all chance of her being sold. We economised, as well as we could, our small allowance of money, which, however, soon became much reduced, as we had incurred many debts, and now punctu-

* Flour prepared in a peculiar manner, so as to keep good as long as corn.

ally paid them. Within the last two or three months we frequently had passed a whole day without food.

"Belford and I fell ill about this period, and were both confined to our beds; he with a bilious fever, and I with severe pains in my back and head, which frequently caused delirium. I had had repeated attacks of ague and fever from the beginning of August, generally about three times a week, and sometimes more frequently, which had much weakened me, and brought on a decided liver complaint, as well as an affection of the spleen. Fortunately, however, my spirits were good, or I must have sunk under so many attacks. In this month, about twenty Tripoli merchants died from the effects of climate, bad water, and the want of nourishing food; even many of the natives were very ill, and it was quite rare to see a healthy looking person. I remained a week in bed, and arose from it quite a skeleton; Belford was still in a very dangerous state.

"On the 8th of November, Mr. Ritchie being again attacked by illness, I much wished him to allow of my selling some of our powder to procure him a few comforts; but to this he would not assent. On the 9th I again fell ill, and was confined to my bed; and Belford, though himself an invalid, attended on us both. Our little girl, however, assisted in nursing us. After lying in a torpid state for three or four days, without taking any nourishment or even speaking to us, Mr. Ritchie became worse, and at last delirious, as in his former illnesses. In the interval, my disorder having abated, I was enabled to rally a little, and to attend on my poor suffering companion.

"After he had somewhat recovered his intellect, he appeared very anxious to know whether any letters had arrived, announcing to us a further allowance of money from Government; but when I, unfortunately, was obliged to reply in the negative, he avoided all comment on the subject. He would not drink any tea, of which we had still some remaining; but preferred vinegar and water, our only acid, which he drank in great quantities. Being entirely free from pain, he flattered himself that he should, in a day or two, recover, particularly as he was not at all emaciated, but rather stouter than he had been for some months previous to his illness. One day he appeared so far recovered as to be able to get up; we placed him on the mat in the centre of the room, when he seemed much refreshed, and thanked us for the trouble we had taken; he then expressed a wish to have a little coffee, which, for a time, I was unwilling to give, fearing it might injure him: he was, however, so earnest in his request, that I was obliged at last to comply with it. In the evening, one or two of the Mamlukes came in; he spoke to them for a little while, and soon after fell asleep. In the morning I found he had crept from his bed, and was lying uncovered, and in a state of delirium, on the cold sand. We immediately put him to bed, and he again appeared to rally.

"On the 20th, we got a fowl, of which we made a little soup for him;

and while he was taking it, a man came in, and told me a courier had arrived from Tripoli with letters. I went out, but returned, to my sad disappointment, empty-handed, the man having no despatches for us. The broth which Mr. Ritchie drank was the first nourishment he had taken for ten days, though we had used all our endeavours to prevail on him to eat. He said he felt much revived by it, and turned round to go to sleep. He seemed to breathe with difficulty; but as I had often observed this during his former maladies, I was not so much alarmed as I should otherwise have been. At about 9 o'clock, Belford, on looking at him, exclaimed in a loud voice, 'he is dying!' I begged him to be more cautious, lest he should be overheard, and immediately examined Mr. Ritchie, who appeared to me to be still in a sound sleep; I therefore lay down on my bed, and continued listening. At 10 I rose again, and found him lying in an easy posture, and breathing more freely: five minutes, however, had scarcely elapsed before his respiration appeared entirely to cease; and on examination I found that he had actually expired, without a pang or groan, in the same position in which he had fallen asleep.

"Belford and myself, in our weak state, looked at each other, expecting that in a few days it might probably be our lot to follow our lamented companion, whose sad remains we watched during the remainder of the night. And now, for the first time in all our distresses, my hopes did indeed fail me. Belford, as well as he was able, hastened to form a rough coffin out of our chests; and a sad and painful task it was. The body of the deceased was washed, perfumed, and rubbed with camphor; and I procured some white linen, with which the grave-clothes were made. Within an hour after the funeral had taken place, a courier arrived from Tripoli, bringing a truly welcome letter, announcing that a further allowance of 1000*l.* had been made by our Government towards the expences of the mission. Had this letter reached us a little sooner, many of our troubles and distresses would have been prevented.

"I waited on the Sultan to announce to him Mr. Ritchie's death, at which the hypocrite affected to be much grieved, though he must have been well aware that had his inclination equalled his power to serve us, he might have enabled us to procure the necessaries of life, and thus at least tranquillized the last moments of Mr. Ritchie. I informed him of the additional allowance which I expected, begging him to lend me some money. He talked much of his regard for me, but dwelt a great deal on his poverty; and ended by saying, he might perhaps be able to furnish me with a *little*, which he expressed with particular emphasis, reminding me that I already owed him eight dollars. I was not then, I own, in the humour to remonstrate with such a wretch, and plainly told him I would never more ask for his assistance or friendship. On my return home, I found poor Belford greatly overcome by the efforts he had made, whilst I was equally so from the exertions of mind I had undergone. The con-

sequence was, that a strong fever confined us both to our beds, at the mercy of any one who chose to pillage us. We lay ten days in this state; our little girl was our principal nurse, and was very humane and careful."

Lieutenant Lyons now found himself under the absolute necessity of returning home to receive instructions for his further proceedings; for, although money might have been procured at Tripoli, much time must have elapsed before he could have received it; and he had no one whom in his absence he could have left in charge of the goods at Mourzouk, Belford being too sick and helpless either to keep guard over them, or to remain alone in that place. Added to this, 1000*l.* was a sum by no means sufficient to carry him through Africa; as it would be requisite to purchase merchandize totally different from that which had already been provided, and without which he could not have made his way. Belford, from his weak state, could not accompany him far, and to proceed alone would have been actual madness, until the necessary arrangements for his future operations, and regulations as to pecuniary matters, had been fully made and understood. Under all these circumstances, therefore, and to his great regret, he could only resolve on a short journey into the interior, proceeding in the first place to Zuela, the principal town east of Mourzouk, in lat. 26° 11′ 48″ N. and from thence passing the desert to Gatrone and Tegerry, at which latter place (the southern limit of Fezzan) situated in lat. 24° 4′ he arrived on the 2d of January, 1820. During his progress thither, he was more than once severely attacked with hemma, and suffered much in the spleen and liver. On the 8th of March, he repassed the northern boundary of the kingdom of Fezzan, and on the 21st, reached the ruins of Leptis Magna, the exploration of which ancient city had been successfully undertaken by Captain William Henry Smyth, R. N., in the year 1816.

Shortly after Mr. Lyon's return to Tripoli, a dangerous fever broke out and made great ravages, many of the inhabitants dying daily in the town and suburbs. He remained there until the 19th of May, then sailed for Leghorn (where he

performed quarantine), and passing overland, arrived at London, July 29th, 1820. In travelling through France he was so severely attacked by ophthalmia, as to be nearly deprived of sight; but on his arrival in England he soon recovered. At this latter period, poor Belford continued still deaf and much emaciated, and with but little prospect of his ever regaining health or strength.

In Dec. following, our enterprising traveller was named by Captain Smyth, as a person properly qualified to assist him in completing the investigation of the coast between Tripoli and Egypt. In a letter to Viscount Melville, on the subject of African explorations, that scientific officer says:—"From my long acquaintance with him, I make no hesitation in recommending Lieutenant Lyon as singularly eligible for such a mission, from his natural ardour, his attainments, his professional habits, and, above all, his very complete assumption of the Moorish character." Instead, however, of being sent back to Tripoli, he was very soon afterwards promoted to the command of the Hecla bomb-vessel, then fitting out at Deptford, for the purpose of exploring Repulse Bay, &c. in company with, and under the orders of, Captain Parry. An outline of this voyage, during which Captain Lyon "uniformly displayed the most laudable zeal and strenuous exertions," has been given at pp. 353—361 of Suppl. Part IV. His "Private Journal" was subsequently published, and might be aptly termed the "Sayings and Doings of the Esquimaux."

Captain Lyon obtained post rank Nov 13, 1823; and was appointed to the Griper bark, fitting out for another voyage of discovery in the icy regions, Jan. 10, 1824. A few days afterwards, the freedom of Chichester was presented to him, in the presence of the Duke of Richmond, High Steward of that city, on which occasion the whole corporation attended in their robes, and William Charles Newland, Esq., the mayor, addressed him in a neat and appropriate speech, of which the following is the substance:—

"He was," Mr. Newland said, "extremely happy to meet him, and to congratulate him on again visiting his native city, after the perils he had

escaped, as well during his travels in Africa, as in the late expedition under Captain Parry. With respect to the former, he knew not which most to admire—the zeal and perseverance with which, under circumstances the most discouraging that could well be imagined, he had prosecuted the enterprise; or the natural and unaffected manner in which he had recorded it. Notwithstanding the death of his companion, the treachery of the natives, and the failure of his resources, he had penetrated further into that unhealthy and inhospitable country, than any Englishman who had ever come back to give an account of his travels. As to the expedition from which he was lately returned, if the attempt to discover a north-west passage had hitherto failed, he was well assured that the failure was not owing to a want of activity and exertion, but that all had been done by him and his companions which it was possible to accomplish. He was happy to find that the Lords of the Admiralty had duly appreciated his services on that occasion, and had been pleased to reward them by raising him to the rank of Post-Captain. The corporation of Chichester were also desirous to testify their opinion of his intrepid and distinguished conduct, and therefore begged to present him with the freedom of their city. The box which contained it, and in which their sentiments were engraven, would probably accompany him on the next expedition, and sometimes remind him of the occurrences of that day, and of his friends then present, who, he assured him, would always feel a lively interest in his welfare, and whose best wishes for his health and happiness would attend him."

The box was turned from a piece of oak, which had formed a part of the Hecla. The arms of the city of Chichester, in chased gold, are placed on the centre of the lid, the edge of which is bound by a broad fillet of raised oak leaves and acorns. The box is entirely lined with highly burnished gold, and in the upper part is the following inscription :—

"Presented, January 16th, 1824, by the Mayor, Aldermen, and Citizens of Chichester, to GEORGE FRANCIS LYON, Esq. Captain in the Royal Navy, in testimony of their admiration of the zeal, perseverance, and spirit of enterprise, displayed by him in his Travels in Northern Africa, and in the late Voyage to the Polar Seas, in search of a North-West Passage."

In the evening of the same day, Captain Lyon, with a large party, among whom were Lord George Lennox, M. P. for the city, and many officers of both services, dined with the mayor and corporation. The Duke of Richmond would also have been present at this banquet, had not ill health prevented him.

The Griper was originally a gun-brig, of only 180 tons burthen. She had been considerably strengthened and raised upon, to enable her to accompany Lieutenant Parry, in the year 1819; and her complement now consisted of 41 persons, including Captain Lyon; Lieutenants Peter Smith Manico and Francis Harding; Mr. Edward Nicholas Kendall, assistant-surveyor; Mr. John Tom, midshipman; Mr. Thomas Evans, purser; Mr. William Leyson, assistant-surgeon, and three warrant officers. She sailed from the Nore on the 16th of June, 1824, for the purpose of making an attempt to connect the western shore of Melville Peninsula with the important discoveries of Captain Franklin; and was accompanied as far as the coast of Labrador by the Snap surveying-vessel, which had been ordered to carry out a spare bower-anchor and part of her stores. When these were all on board, her decks, chains, and launch were completely filled with casks, spars, plank, cordage, &c.; and her draft of water was upwards of 16 feet aft and 15 feet 10 inches forward. "Had I succeeded in reaching Repulse Bay," says her captain, "with less stores than I now carried, certain starvation would have attended us all, if we were detained, as might have happened, a second winter. To give some idea of the weather," in which they were removed from the Snap, "it will be sufficient to say, that during the whole of the time we were at work, the vessels were so entirely hidden from each other, by a dense fog, that the boats were directed to and fro, amongst loose ice, by the sound of bells, which we kept ringing."

"On the morning of the 5th of August, the weather broke, although the wind continued to blow strong from the S. W. We obtained sights, and before noon made Cape Resolution. Early on the 6th, we again saw the land: this day was decidedly the first fine one we had enjoyed since leaving England. The whole of the 7th was equally delightful. The ship having but little way, our boats made several trips to the floe-ice for water, and we were enabled, for the first time since leaving Orkney, to allow the people sufficient to wash their clothes, as we were unable to stow more than six tons for our passage across the Atlantic.

"We had an excellent run all night, although the weather was rainy and very thick; and by 4 A. M., on the 8th, were abreast of Saddle-Back

and the Middle Savage Islands, which are numerous, and several have long shoals running from them. I had set the islands and gone to bed at day-light, leaving the ship five miles from the land, and running about as many knots through the water; but was suddenly aroused by her receiving a slight blow, immediately followed by a heavy and continued shock, which heeled her so much that I imagined she was turning over. Running on deck, I found she must have struck on a rock, or piece of grounded ice, but she had forced her way over it; and on immediately sounding, had no bottom with 25 fathoms.

"Rain and fog continued until the forenoon of the 10th, when a breeze which sprung up from the N. W., directly against us, cleared the sky sufficiently to shew the Upper Savage Island; on which we had landed last voyage, bearing N. b. W., with the North Bluff N. W. b. N., distant 10 and 15 miles. Having found a heavier piece of ice than that to which we were fast, we warped to it, and our people were enabled to wash their clothes in its numerous pools, and amuse themselves on it for the day. In driving with the N. W. wind, we experienced considerable anxiety by being repeatedly swept past bergs, and frequently almost upon them. These dangerous bodies were extremely numerous here, and indeed, with the exception of the entrance of the strait, we had seen more ice than during our outward passage on the last voyage.

"We hung on until afternoon on the 11th, being unwilling to quit our floe, which was the largest yet seen, and on which, as the weather was tolerably fine, we were enabled to stretch lines for the purpose of drying cloathes, &c. which was now very requisite, as from the continual wet weather we had experienced, the ship and every thing within her had become very damp. We also sent our ponies *, ducks, geese, and fowls, on the ice, which in the forenoon presented a most novel appearance; the officers shooting looms as they flew past, and the men amusing themselves with leap-frog and other games, while the ship lay moored with her sails loose, in readiness to quit our floating farm-yard by the earliest opportunity. A fresh N. W. wind set in at night-fall, and we again hung to the largest piece of floe-ice we could find. At day-light on the 12th, we had driven considerably. Standing alongside in the forenoon, and lamenting to one of the officers the want of amusing incident, we suddenly saw an Esquimaux close at hand, and paddling very quietly towards us. He required but little encouragement to land, and having hauled his boat up on the ice, immediately began to barter the little fortune he carried in his kayak. In half an hour, our visitors amounted to about 60 persons, in eight kayaks, or mens'; and three oomiaks, or womens' boats, which latter had stood out to us under one lug sail composed of the transparent intestines of the walrus. Our

* Two had been procured by Lieutenant Manico, at Kirkwall.

trading had continued some time before we discovered four small puppies, and they were, of course, immediately purchased, as an incipient team for future operations. As a lane of water was seen in shore at noon, we were under the necessity of bidding our visitors adieu; my last purchase at parting was the ingeniously-constructed sail of a woman's boat, which was gladly bartered for a knife. This was nine feet five inches at the head, by only six feet at the foot, and having a dip of thirteen feet. The gut of which it was composed was in four-inch breadths, neatly sewed with thread of the same material, and the whole sail only weighed three pounds three quarters.

"Our progress was now painfully slow. A thick fog distressed us all day on the 13th; but in the evening the sky broke, and the weather calmed. The temperature since morning had been as low as 30°, and the fog froze thickly in the rigging. At night-fall, a light breeze sprung up from the southward, and for the first time in many days the ship lay her course unimpeded by ice. We were off Cape Wolstenholm by the morning of the 20th; and in the afternoon abreast of Digg's Islands, where we found the sea very full of ice. At day-light of the 24th, we found ourselves near a heavy pack of ice, which lay against a yellow shoal beach at about four miles distant. Having stood along the coast with a light air, I landed with Mr. Kendall, for the purpose of obtaining observations. The situation of the point on which we landed, differs so much from the position assigned by Baffin to Sea-Horse Point, that I imagine he did not see this low part of the coast, but the mountainous land to the N. E., which answers more nearly to his latitude. The point we called after Mr. Leyson; and a broad strait of about 30 miles, which runs between this and Cape Pembroke, received the name of Evans's Inlet. The soundings in which the ship had worked at five miles from the shore, varied from 50 to 35 fathoms, muddy bottom. I am thus particular in stating our soundings on this day, as they are the commencement of constant labour at the leads, and also as a proof of the careless manner in which the old charts of the coast of Southampton Island have hitherto been marked; for it is in them laid down as a bold precipitous shore, having from 90 to 130 fathoms off it, while on almost every part which we coasted, our hand-leads were going at from four to ten miles from the beach, which in no one place could be appoached within a mile by any ship. On the 27th, the wind failing, we anchored in 20 fathoms. A native was seen coming off to us, and as he approached, we observed that instead of a canoe he was seated on three inflated seal-skins, connected most ingeniously by blown intestines, so that his vessel was extremely buoyant. He was astride upon one skin, while another of a larger size was secured on either side of it, so that he was placed in a kind of hollow. His legs, well furnished with seal-skin boots, were immersed nearly to the knee in water, and he rowed with a very slender soot-stained paddle of whale's bone, which was secured to his float by a thong. From their total want of iron, and

from their extreme poverty, I am led to imagin
never before seen Europeans; although it is not i
observed the Hudson's Bay ships pass at a distanc
occasions when they may have been driven by ba
their annual course. We obtained the latitude 62
by afternoon sights, 82° 48′ 45″ W.

"At 4 A. M., on the 28th, with the wind from
heavy short sea, apparently caused by a weather
continued to run S. W. along the beach, until 11 A
low point, eight miles from our last anchorage, w
about five miles to seaward. Keeping an offing,
then found the land, which was still low, to trend f
which I take to be 'Carey's Swan Nest' of Sir Tho
store-houses, and two winter-huts, were seen on the
appeared. Having stood in for the shore, a strong
evening, when having run W. S. W. about 20 mile
chored, at two miles from the shore, in 13 fathoms.

"At 4 A. M., on the 29th, the wind being light
continued rain, I landed to procure water, abreast of
landing-place were the remains of a large Esquimaux e
a short distance from the shore was a large mound,
dead person, sewed up in a skin, and apparently long
was so coiled up (a custom with some of the tribes of
might be taken for a pigmy, being only two feet four in
account for the otherwise extraordinary assertion of Lu
found bodies in the islands in the 'Welcome,' which
long. Near the large grave was another pile of stones,
of a child, which was coiled up in the same manner.
found its way through the loose stones which compose
and its now forsaken, neatly built nest, was found plac
the child.

"At 9-30, when I left the beach, it was low water.
turned in the offing, and flowed from the eastward. We
shore of us a long overfall, having deep water within it,
mile from the beach to a low point, 5 or 6 miles W. S. W. of us.

"Weighing at 1 P. M., we lay along shore until arriving at the above point, to which I gave a wide berth, as a heavy sea was breaking over a long shoal which ran from it, and the wind was freshening from the N. W., whence it soon blew a gale, and brought us under close-reefed topsails. A strong weather tide rose so short and high a sea, that for three hours the ship was unmanageable, and pitched bowsprit under every moment. We now found, that although with our head *off* this truly dangerous shore, we were nearing it rapidly, and driving bodily down on the shoal. I therefore kept away a couple of points, a plan we now constantly followed, as it was the only method of keeping head-way on the ship in even a moderate sea;

dvantage than making 8 points lee-way. By so
3. W. offing, but were so uneasy, that I expected
ment, and all hands were kept on deck in readiness.
drift, and two men were bruised. On the 30th,
4′ 38″, and long. 84° 29′ 54″, placed us exactly on
nd two degrees eastward of Cape Southampton,
ts.

but heavy sea from the S. W., we made a N. W.
place assigned to Southampton Island, with regular
and 50 fathoms. At midnight, the wind came fresh
h rain; and as I feared running over a spot where
aving been discovered, I lay-to until day-break of
fell in the morning, and before noon a calm with
ght breeze after noon enabled us to keep N. W., as
e, and in the evening we made very low land, distant
rthern extreme bearing N. 23° 43′ E."

f the Griper now became truly critical.

ves setting, as if with a current, towards the northern
irmed in this conjecture by evening sights, giving 12
oon, although we had steered N. W. (true). Through-
ered north-west by the polar-star, and ran under easy
s at 10 P. M. were 30 fathoms, between which and 28
ally until 2-30 A. M., on the 1st of September, when
Fearing danger, I turned the hands up; but having
o 27 and 25 fathoms, again sent them below. At 6
ly shoaled to 19, running N. N. W. from midnight, I
came to 17 at dawn, when we discovered land bearing
parently not continuous to the right; but a thick fog
he horizon limited our view. As our run had been about
50
., and as I expected to find the American shore east of
its positi
charts, I conceived that this would be Cape Fullerton
of Middleton,
therefore kept it on our larboard hand, intending to pass
it at 5 or 6 miles
which was its distance at this time. We soon, however,
came to 15 fathoms, and I kept right away, but had then only 10; when
being unable to see far around us, and observing from the whiteness of the
water that we were on a bank, I rounded-to at 7 A. M., and tried to bring
up with the starboard anchor and 70 fathoms of chain; but the stiff breeze
and heavy sea caused this to part in half an hour, and we again made sail,
to the north-eastward; but finding we came suddenly to 7 fathoms, and
that the ship could not possibly work out again, as she would not face the
sea or keep steerage way on her, I most reluctantly brought her up with
three bowers and a stream in succession, yet not before we had shoaled to
five and a half. This was between 8 and 9 A. M., the ship pitching bows

under, and a tremendous sea running. At noon, the best bower-anchor parted, but the others held.

"As there was every reason to fear the falling of the tide, which we knew to be from 12 to 15 feet on this coast, and in that case the total destruction of the ship, I caused the long-boat to be hoisted out, and, with the four smaller ones, to be stored to a certain extent with arms and provisions. The officers drew lots for their respective boats, and the ship's company were stationed to them. The long-boat having been filled full of stores which could not be put below, it became requisite to throw them overboard, as there was no room for them on our very small and crowded deck, over which heavy seas were constantly sweeping. In making these preparations for taking to the boats, it was evident to all, that the long-boat was the only one which had the slightest chance of living under the lee of the ship, should she be wrecked; but every officer and man drew his lot with the greatest composure, although two of our boats would have been swamped the instant they were lowered. Yet such was the noble feeling of those around me, that it was evident that had I ordered the boats in question to be manned, their crews would have entered them without a murmur. In the afternoon, on the weather clearing a little, we discovered a low beach all around astern of us, on which the surf was running to an awful height, and it appeared evident that no human powers could save us. At 3 P. M. the tide had fallen to 22 feet (only six more than we drew), and the ship, having been lifted by a tremendous sea, struck with great violence the whole length of her keel. This we naturally conceived was the forerunner of her total wreck, and we stood in readiness to take the boats, and endeavour to hang under her lee. She continued to strike with sufficient force to have burst any less-fortified vessel, at intervals of a few minutes, whenever an unusually heavy sea passed us. And, as the water was so shallow, these might almost be called breakers rather than waves, for each, in passing, burst with great force over our gangways, and as every sea 'topped,' our decks were continually, and frequently deeply, flooded. All hands took a little refreshment, for some had scarcely been below for twenty-four hours, and I had not been in bed for three nights. Although few or none of us had any idea that we should survive the gale, we did not think that our comforts should be entirely neglected, and an order was therefore given to the men to put on their best and warmest clothing, to enable them to support life as long as possible. The officers each secured some useful instrument about them, for the purposes of observation, although it was acknowledged by all that not the slightest hope remained. And now that every thing in our power had been done, I called all hands aft, and to a merciful God offered prayers for our preservation. I thanked every one for their excellent conduct, and cautioned them, as we should, in all probability, soon appear before our Maker, to enter His presence as men resigned to their fate. We then all sat down in groups, and, sheltered from the wash of the sea by whatever we could find, many of us endeavoured to obtain

a little sleep. Never, perhaps, was witnessed a finer scene than on the deck of my little ship, when all hope of life had left us. Noble as the character of the British sailor is always allowed to be in cases of danger, yet I did not believe it to be possible, that amongst forty-one persons, not one repining word should have been uttered. The officers sat about, wherever they could find shelter from the sea, and the men lay down, conversing with each other with the most perfect calmness. Each was at peace with his neighbour and all the world, and I am firmly persuaded that the resignation which was then shown to the will of the Almighty was the means of obtaining his mercy. At about 6 P. M., the rudder, which had already received some very heavy blows, rose, and broke up the after-lockers, and this was the last severe shock the ship received. We found by the well that she made no water, and by dark she struck no more. God was merciful to us, and the tide, almost miraculously, fell no lower. At dark, heavy rain fell, but was borne with patience, for it beat down the gale, and brought with it a light air from the northward. At 9 P M., the water had deepened to five fathoms. The ship kept off the ground all night, and our exhausted crew obtained some broken rest.

"At 4 A. M., on the 2d, on weighing the best bower, we found it had lost a fluke; and by 8, we had weighed the two other anchors and the stream, which were found uninjured. The land was now more clearly visible, and the highest surf I ever saw was still breaking on it, and on some shoals about half a mile from the shore. Not a single green patch could be seen on the flat shingle beach; and our sense of deliverance was doubly felt from the conviction that if any of us should have lived to reach the shore, the most wretched death by starvation would have been inevitable. In standing out from our anchorage, which, in humble gratitude for our delivery, I named the 'Bay of God's Mercy,' we saw the buoy of the anchor we had lost, in 10 fathoms, and weighed it by the buoy-rope, losing therefore only one bower-anchor. An occasional glimpse of the sun enabled us to determine the situation of our recent anchorage, which was in lat. 63° 35′ 48″, long. 86° 32′. The land all round it was so low, that it was scarcely visible from the deck at five miles' distance, while the point which I had taken for Cape Fullerton, and which I named after Mr. Kendall, was higher than the coast of Southampton hitherto seen, although still low land. The extreme of the right side of the bay was named after Lieutenant Mapico. The land of the Bay of God's Mercy lies immediately in the centre of the 'Welcome', which is, in consequence, considerably and most dangerously narrowed by it. Hence it is evident that, although Southampton Island is laid down with a continuous outline, it has in fact never been seen except at its southern extreme. This but too clearly established fact could not fail to cause me great anxiety, and we were only enabled to run during the daylight, and not even then if the weather proved thick, for our compasses being of no use, we were helpless when the sun was clouded. In addition to

this, we had been convinced by experience that the ship would never work off a lee shore, and our leads were in consequence kept going night and day.

"The nights had now become very long and dark, and the lateness of the season, with our slow progress, gave me great anxiety for the ship, situated as she was in a narrow channel of the most uncertain description, and constantly exposed to the severity of equinoctial gales. I wished to have found some sheltered anchorage in which to water, and at the same time to examine our rudder, which was evidently loosened by the blows it had received; but the whole coast hitherto seen, had neither an inlet, nor a single protected indentation.

"On the 7th, towards noon, the land was seen extending from N.N.W. to north. This we knew must be somewhere near Cape Fullerton, and as but little sea arose, I carried on, even although we dipped the waist hammocks under, to reach a sheltered anchorage before night. The wind blew with such violence as to cover the sea with one continued foam; but we succeeded in nearing the land, and brought up with two bower-anchors and 70 fathoms of chain, in 15 fathoms water, at four miles from the shore, off which the heavy gale blew down to us. Our position by observation, on the 8th, accorded so well with Middleton's chart that it was evident we had anchored between Whale Point and Cape Fullerton.

"At 4-30 A. M., on the 9th, we weighed, and ran along the land which trended east-north-east. A few whales were seen in the afternoon, and it is remarkable that this should be the first time of meeting with them, and also that we should not have seen either a narwhal or a bear, although we had passed through so great a quantity of ice in Hudson's Strait. At 4 P. M., while steering N. E., 5 knots, before a heavy sea, Mr. Harding saw a white space on the water, having all the appearance of a sandy shoal; he instantly kept away, and running on deck, I saw it within half a cable's length of our quarter, while at the same moment a cast of the lead gave no bottom with 40 fathoms. We wore, and stood off on the starboard tack; and now, having no weather shore to afford us either shelter or anchorage, we found ourselves obliged to continue under sail all night, in this narrow and extremely dangerous channel, to the great anxiety of all hands, and sad fatigue of the men, who were employed unceasingly with deep-sea and hand-leads, at a temperature of 28°; the hands of many were in so very sore a state, that I caused canvass mittens to be made for the use of the watch on deck; but on this, as on all other occasions, their cheerful alacrity and good-humour was above all praise. Throughout the night we worked in the centre of the 'Welcome,' guided by our leads, and never having less than 30 or above 50 fathoms. On the 10th, as the weather moderated, we made sail N. W. b N.; but an uneasy sea prevented our keeping head-way. At 3 P. M., some part of Southampton Island, possibly the mountains on its eastern shore, was visible to the N. E., from aloft, and the apparent termination of the American coast

at Cape Dobbs, bore north, distant about 30 miles. On the 11th, at noon, we stood into 33 fathoms, at about 8 miles from Southampton Island; soon after, I brought up with the stream at 5 miles from the beach. The American shore was at this time visible from the mast-head, about 30 miles distant, and extending from N. W. to W. N. W. with a broad apparent opening, probably the entrance of the 'Wager River,' between its extreme points. The night being very fine, I determined on running slowly at 5 or 6 miles' distance from the land, which appeared to trend N. b W., and to be guided by the regularity of the soundings, which at midnight had increased from 33 to 40 fathoms. Up to this period, we had steered by the moon and polar-star.

"We now gradually began shoaling to 32, 30, 26, and, at 4 A. M., to 22 fathoms; when, fancying we were near some part of Southampton Island, which we had not yet seen, I kept away a couple of points; but, at 4-30, saw steep, rocky, and broken land, with many rugged islets off it, on our larboard bow, to which we must have been swept by some very rapid current or indraft; from its appearance, as it was not continuous to the southward, but trended away westerly, I am led to suppose it to have been Cape Montague, which is said to bound the northern entrance to the 'Wager.' As the breeze freshened at daylight from the N. E, and we were only in 17 fathoms, rocky bottom, I tacked at 5 A. M., and made all the sail we could carry, to work out of the indraft. We got but slowly off; for being so much below her bearings, the ship would not stand up under much sail, and towards noon saw Southampton Island, to the eastward, about 18 miles. I was, for a time, in hopes of getting under its lee; but the wind soon increased to a gale, with cutting showers of sleet, and a sea began to arise. At such a moment as this, we had fresh cause to deplore the extreme dulness of the Griper's sailing; for though almost any other vessel would have worked off this lee shore, we made little or no progress on a wind, but remained actually pitching fore-castle under, with scarcely steerage way. We, however, persevered in our endeavours to make easting under fore-sail and close-reefed main-top-sail; but at 1-30 P. M., with our head N. N. W., we quickly shoaled from 30 to 20 fathoms, and, as we could not see a quarter of a mile round us, in consequence of the heavy snow, I turned the hands up to be in readiness for wearing; but the next cast gave 10, and I therefore luffed-to, and let go both bower-anchors, which brought her up with 70 and 80 fathoms of cable. I then let go the sheet-anchor under foot. From the time of striking low soundings until this was done, the sails furled, and lower-yards and top-masts struck, half an hour had not elapsed. We now perceived that the tide was setting past us from the N. E., at the rate of two knots on the surface; but by its action on the lead-line, and even the deep-sea lead, which it swept from the bottom, it was running at a far more rapid rate beneath. This, in addition to the heavy set of the sea, strained the ship very much, and the bitts and windlass complained a great deal; the

hands, therefore, remained on deck, in readiness for any emergencies. To add still further to our anxiety, two or three streams of ice, having some very deep solid pieces amongst them, were seen driving down to us in the evening, and threatened the loss of our bowsprit, which at every pitch dipped quite under water; but it only fell on light pieces, and all the damage we sustained was the loss of the bobstays, and larboard iron bumpkin. The tide appeared to slack at 6 P. M., at which time we had 13½ fathoms; at midnight it was low water, 8½ fathoms, shewing a rise and fall of 30 feet.

"Never shall I forget the dreariness of this most anxious night. Our ship pitched at such a rate, that it was not possible to stand even below, while on the deck we were unable to move without holding by ropes which were stretched from side to side. The drift snow fell in such sharp heavy flakes, that we could not look to windward, and it froze on deck to above a foot in depth. The sea made incessant breaches quite fore and aft the ship, and the temporary warmth it gave while it washed over us, was most painfully checked by its almost immediately freezing on our clothes. To these discomforts were added the horrible uncertainty as to whether the cables would hold until day-light, and the conviction also, that, if they failed us, we should instantly be dashed to pieces, the wind blowing directly to the quarter in which we knew the shore must lie. Again, should they continue to hold us, we feared, by the ship's complaining so much forward, that the bitts would be torn up, or that she would settle down at her anchors, overpowered by some of the tremendous seas which burst over her.

"During the whole of this time, streams of heavy ice continued to drive down upon us, any one of which, had it hung for a moment against the cables, would have broken them, and at the same time have allowed the bowsprit to pitch on it and be destroyed. The masts would have followed this, for we were all so exhausted, and the ship was so coated with ice, that nothing could have been done to save them.

"We all lay down at times during the night, for to have remained constantly on deck would have quite overpowered us; I frequently went up, and shall never forget the desolate picture which was always before me.

"The hurricane blew with such violence as to be perfectly deafening; and the heavy wash of the sea made it difficult to reach the mainmast, where the officer of the watch and his people sat shivering, completely cased in frozen snow, under a small tarpaulin, before which ropes were stretched to preserve them in their places. I never beheld a darker night, and its gloom was increased by the rays of a small horn lantern which was suspended from the mizen stay, to show where the people sat.

"At dawn on the 13th, we found that the best-bower cable had parted, and as the gale now blew with terrific violence, from the north, there was little reason to expect that the other anchors would hold long. Although

the ports were knocked out, and a considerable portion of the bulwark cut away, the vessel could scarcely discharge one sea before shipping another, and the decks were frequently flooded to an alarming depth. At 6 A. M., having received two overwhelming seas, both the other cables went at the same moment, and we were left helpless, without anchors, or any means of saving ourselves, shoul[d] the shore, as we had every reason to expect, be close astern. The ship, in trending to the wind, lay quite down on her broadside, and as it then became evident to all that nothing held her, each man instinctively took his station, while those at the leads, having secured themselves as well as was in their power, repeated their soundings, on which our preservation depended, with as much composure as if we had been entering a friendly port. Here again that Almighty Power which had before so mercifully preserved us, granted us his protection, for it so happened that it was slack-water when we parted, the wind had come round to N. N. W. (*along* the land), and our head fell off to seaward; we set two try-sails, for the ship would bear no more, and even with that lay her lee gunwale in the water. In a quarter of an hour we were in 17 fathoms.

"In the afternoon, having well weighed in my mind all the circumstances of our distressed situation, I turned the hands up and informed them, that 'having now lost all our bower-anchors, and chains, and being in consequence unable to bring up in any part of the 'Welcome;' being exposed to the sets of a tremendous tide-way and constant heavy gales, one of which was now rapidly sweeping us back to the southward, and being yet about 80 miles from Repulse Bay, with the shores leading to which we were unacquainted; our compasses useless, and it being impossible to continue under sail, with any degree of safety, in these dark 12-hour nights, with the too often experienced certainty that the ship could not beat off a lee-shore, even in moderate weather, I had determined to clear the narrows of the 'Welcome,' after which I should decide on some plan for our future operations.'

"Anxious to do what was best for the service, and considering that the Company's ships were frequently as late as this period in leaving the factories, I decided on endeavouring to reach Hudson's Strait, and proceeding to England, well knowing that although our risk in again passing Southampton Island would be very great, yet it was no worse than searching for winter-quarters; and Mansel Island being once passed, we should be in comparative safety. In order, however, to satisfy myself still further in this measure, I addressed a letter to my officers, requesting their respective opinions on our situation, without stating my own; and their individual answers advised, 'that in consequence of our loss of anchors, &c. we should return to England without delay.'

"Thus were all our present hopes of discovery and reputation completely overthrown; our past difficulties of no avail; and our only consolation was, that to the latest moment every exertion had been made for the

performance of the service on which we were sent. Individually, I felt most painfully the situation in which I was placed, in a ship but ill adapted, in her present over-loaded state, to navigate in these or any other seas; and my sole support was in the hope that the strictest investigation might be made into the conduct of myself and those under my command, and that the Lords of the Admiralty would again furnish me forth, and allow me an opportunity of shewing, that the failure of this expedition was not to be attributed to any want of zeal on my part, or of support from my valuable officers and men."

On the 17th of September, an island was discovered to the S. W. of Point Manico, and named after Mr. Tom, in whose watch it was first seen. Captain Lyon says:—

"As our track from Cape Southampton to the Bay of God's Mercy, on the 31st August, lay 30 miles to the eastward of our present position, we must have been actually passing within it at the time when our soundings decreased to 19 fathoms; and it was most fortunate, that on then shoaling the water, we had not kept away to the westward, which must in that case have ran us directly upon it.

Sept. 20th,—"I was now much concerned to observe, that in each succeeding gale, the ship's decks became more leaky, and that the shocks she had received in the Bay of God's Mercy, with the severe strains experienced whilst at anchor on the 12th and 13th, had loosened her upper works very considerably. The heavy seas which we shipped continually all this day and night, kept our lower-deck and cabins constantly flooded, for the opening of the seams allowed of the water finding its way to the cork-lining, from whence it dropped for many hours after we had ceased to take the seas over all. The lower-deck had not now been dry for three weeks, and was in a most unwholesome state; but we were quite unable to remedy this, for the hatches were of necessity always battened down, and when that was the case the galley-fire would not draw. Sylvester's stove might, indeed, have been of some use, but we could not try its effect as the square of the main-hatchway, the space in front of the stove, and even its warm air-chamber, were still crowded with small stores, which we had not room to stow elsewhere. On the morning of the 22d, I was much concerned at having some rheumatic cases reported to me, and at learning that the officers' cabins absolutely leaked in streams."

On the 23d, the Griper sounded in 40 fathoms, on the tail of that extensive shoal running out from Carey's Swan's Nest*. On the 25th, the boats brought on board, from a stream of ice lying off Nottingham and Salisbury Islands,

* See p. 113.

sufficient blocks to thaw into three tons of water; and the ship was visited by a number of Esquimaux, in thirteen excellent canoes, with well-finished iron-headed weapons and good clothing. Captain Lyon now ascertained, that the Nottingham Island of Captain Parry is incorrectly laid down, as it lies to the southward of Salisbury, instead of being situated between that and Southampton Island. "I have no doubt," says he, "that the small portion of land which we mistook for Nottingham in the last voyage, is in fact one of Baffin's 'Mill Islands', the position of which has hitherto been so imperfectly known. Our cross bearings gave the southern coast of Salisbury, so as to correspond most exactly with the northern part as laid down by Captain Parry, and the form and size of this island is therefore determined with the greatest certainty. We also at this time completed the bearings from Cape Wolstenholm; and the strait between it and the two islands is about 35 miles in breadth."

On the evening of Oct. 2d, the crazy bark made and passed the northernmost of the bold precipitous group of Button's Islands; the night was fine, and she ran into the Atlantic with a fair and moderate breeze.

"Never," continues her commander, "have I ever witnessed a happier set of countenances than were on our deck this night. To have regained once more an open ocean, in a ship in which we had so often been in danger, was of itself sufficient to rejoice at; but when we reflected, that in two particular instances we had been left without the slightest probability of again seeing our country; that, when all hope had left us, we had been mercifully preserved; and that now, without the power of beating off a lee-shore, or an anchor to save us, we had run through 900 miles of a dangerous navigation, and arrived in safety at the ocean, I may say that our sensations were indescribable. For the first time since the 28th August, a period of five weeks, I enjoyed a night of uninterrupted repose. The 3d Oct. was a lovely day, and we most fortunately met with a piece of ice, from which a supply of blocks, sufficient to fill all our tanks, was obtained. Had it not been for this, we should inevitably have suffered serious distress on our homeward passage."

Captain Lyon and his companions were, however, fated to meet with still further inconveniences, and to experience another convincing proof, that the order of the seasons and winds had been strangely changed during the autumn of

1824. On the evening of the 4th of October, a heavy gale commenced from the southward, and a long Atlantic swell quickly arose: there was not the slightest abatement of the storm for twelve days, and the horizon was always obscured, so that they remained in ignorance as to whether any pack or berg was lying to leeward of them, and their suspense, day and night, was very painful; for to see ice in such weather, was only a prelude to being wrecked upon it. On two of these days, the Griper shipped repeated and heavy seas; as often over the taffrail as the bow.

On the morning of the 12th, Captain Lyon spoke the Phœnix whaler, of Whitby; and on the 19th, the master of the Achilles, of Dundee, informed him that that ship had likewise been exposed, for nearly a month past, to a continuance of the worst weather that he had ever seen during thirty-four years' service in these seas. A heavy E. N. E. gale blew all the 23d; but on the 26th, the wind became fair, and the Griper made great progress. On the 30th, her fore-top-mast, already badly sprung, went in two places; the head of the foremast had been found much twisted about seven weeks before, and there was every reason to believe that the bowsprit was likewise seriously injured. On the afternoon of the 7th of Nov., soundings were struck in 70 fathoms; and next day, at 3 P. M., the coast of Cornwall was seen; on the 10th, at 10 A. M., the ship passed the Needles; and, considering her distressed state, Captain Lyon determined on running at once into Portsmouth harbour, where she was paid off on the 13th of the following month. Captain Lyon soon afterwards published a narrative of his voyage, with a reduced chart of his route, and an appendix, containing magnetic and botanical observations.

We next find this officer receiving the honorary degree of D. C. L. at Oxford, in June, 1825; soon after which he married Lucy, youngest daughter of the late Lord Edward Fitzgerald, and grand-daughter of James, first Duke of Leinster. He subsequently went to Mexico, as one of the Commissioners of the Real-Del-Monte Mining Company. Returning home, *via* New York, in the Panthea packet, bound

to Liverpool, he was wrecked at Holyhead, in the same gale that nearly proved fatal to the Nimrod sloop of war, Jan. 14, 1827 *, and lost every thing belonging to him, including his journal, plans of the mines, &c. But his misfortunes did not end here: a few hours after he got on shore, he received the distressing intelligence of the death of his wife, which had taken place about four months before. He is now, we believe, at Brazil, engaged in another mining speculation.

Agent.—John Chippendale, Esq.

JAMES COUCH, Esq.

Was made a lieutenant on the 6th of Sept., 1800; presented with the Turkish gold medal, for his services on the coast of Egypt, at the conclusion of the French revolutionary war; appointed first of the Acasta frigate, Captain Alexander R. Kerr, Feb. 17th, 1813; and of the Impregnable 104, bearing the flag of Sir John T. Duckworth, in Hamoaze, Oct. 22d, 1816; advanced to the rank of Commander, Sept. 7th, 1817; appointed to the Perseus receiving ship for volunteers, stationed off the Tower, July 2d, 1821; and posted, Jan. 24th, 1824. He continued to command the Perseus until she was paid off, Jan. 10th, 1831; *a period of nine years and a half* †.

* See Commander Samuel Sparshott.

† One of the first acts of the present naval administration, was to break up the establishment over which Captain Couch had so long presided.

WILLIAM HENRY SMYTH, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and of Merit; Fellow of the Royal, the Antiquarian, the Astronomical, and the Geographical Societies of London; Member of the Society for the Statistics and Natural History of Tuscany; and of the Academy of Sciences of Palermo.

This gallant and scientific officer is the only son of the late Joseph Brewer Palmer Smyth, of New Jersey, in North America, Esq. by Georgina Caroline, grand-daughter of the Reverend M. Pilkington. By the paternal line he is a descendant of the celebrated Captain John Smith, whose intrepidity and attainments were instrumental in the colonization of Virginia; and the armorial bearings so nobly won by him, are still worn by the family.

During the American revolution, Mr. J. B. Smyth took up arms as a loyalist, and was with General Burgoyne at the battles which preceded the unfortunate catastrophe at Saratoga. The peace which established the independence of the colonies, depriving him of very considerable landed property, he returned to America, by permission, to substantiate his claims on the British Government,—but suddenly died. The Lords of the Treasury, however, assigned a small annuity for the support of Mrs. Smyth and her two children; and this is the only remuneration they have obtained for the wreck of a large fortune.

The subject of this memoir was born at Westminster, Jan. 21st, 1788; and was intended by his relations for a civil employment; but having early evinced that ardent predilection for nautical life which characterizes English youth, he embarked on board a West Indiaman, during the short peace that followed the treaty of Amiens. The ship in which he thus commenced his career as a sailor was commanded by Mr. John King, an intelligent Master in the royal navy, to whose careful tuition he is indebted for the rudiments of seamanship and navigation. Happening to be at Tobago, when the arrival of a British squadron, under Commodore (afterwards Sir Samuel) Hood, announced the renewal of hostilities, Mr. Smyth's anxiety to enter the King's service received addi-

tional stimulus from witnessing the attack of the Courland battery, and other operations terminating in the conquest of that island. On his return to England, in the autumn of 1803, he experienced a most destructive hurricane; and, after weathering that, had a very narrow escape in the chops of the Channel; for the ship being run foul of by one much larger, he was forced overboard, and in the consequent confusion had nearly been abandoned to his fate.

Being now decidedly bent upon maritime adventure, and his friends averse to his entering the navy, Mr. Smyth next went to the East Indies, with the intention of serving in that country as a free mariner; but he had not been there any great length of time, before the Honorable Company's cruiser Cornwallis, in which he had just returned from an expedition against the Mahé Islands, was purchased by Government, commissioned as a frigate, and placed under the command of Captain Charles James Johnston; with whom Mr. Smyth continued to serve, in that ship and the Powerful 74, from the commencement of 1805, until the latter was paid off, in Oct. 1809.

The severe typhoons encountered by the Cornwallis, in the China seas, in 1805;—her engaging the Sémillante French frigate, in St. Paul's bay, Isle Bourbon; and other services off the Mauritius, in 1806;—her novel and interesting cruise, her narrow escape from destruction by fire, with her captures and discoveries in the Pacific Ocean, in 1807; together with the Powerful's perilous situation while cruising off the Cape of Good Hope, in search of some French frigates; and the utter unfitness of the latter ship for rough service, have been already noticed in our memoir of Captain Johnston. We have also therein stated, that notwithstanding the Powerful's deplorably crazy state, she was, on her return home, immediately attached to the grand armament destined against Antwerp, and kept in commission until the period above mentioned.

Mr. Smyth then joined the Milford 74, Captain (now Sir Henry W.) Bayntun, under whom he served on the French coast, until that officer was superseded, Aug. 3d, 1810, in consequence of his ship having been selected to bear the flag of Sir Richard Goodwin Keats, K. B. Previous to this, we

find Mr. Smyth bearing a part in several attacks upon the enemy's coasting trade near Rochefort; and as he was subsequently engaged in a series of important operations, which were productive of great advantage to the cause of Spain, we shall here give an outline of the occurrences on the coast of Andalusia, from the period of his Admiral's arrival in Cadiz bay, until the Milford's departure from the place, in July, 1811.

Sir Richard G. Keats sailed from Spithead, with his flag on board the Implacable 74, Captain George Cockburn; and arrived at Cadiz in that ship, July 17th, 1810. At this period, the French army under Marshal Victor occupied the strong posts of San-Lucar, Rota, Santa-Maria, El Trocadero, Puerto-Real, Medina-Sidonia, and Chiclana; they had completed the blockade of the island of Leon, by land; and were busily employed in improving the defences of Fort Santa-Catalina and the batteries of El Trocadero, and in constructing additional works along the whole line of coast, from the Guadalquivir river to the sea-beach opposite Punta-de-Sancti-Petri. A considerable flotilla was preparing at San-Lucar; and the seamen originally trained to gun-boat service at Boulogne, and who had been employed on the Danube, in 1809, had already arrived to assist in the reduction of Cadiz. Eleven or twelve British and Spanish line-of-battle ships were lying as near to the city as the depth of water would admit; and at least 300 merchant vessels, of different nations, were crowded together between them and the shore. The enemy's batteries in the neighbourhood of Matagorda were daily exchanging shot and shells with Fort Puntales; and the colours of Joseph Buonaparte were displayed in every direction on the *terra firma*. The obstacles to be overcome by Marshal Victor before he could approach Cadiz from the eastward, were, however, of an appalling nature, for the description of which we are principally indebted to Lieutenant-Colonel George Landmann, of the Royal Engineers, author of "Historical, Military, and Picturesque Observations on Portugal, illustrated by seventy-five coloured plates, including authentic plans of the sieges and battles in the Peninsula, during the late war *."

* Published by Cadell and Davies, London, 1818.

The island of Leon has the inner and outer harbours of Cadiz on the north; the Atlantic Ocean on the south and west; and the Rio-de-Sancti-Petri on the east. The city and fortifications of Cadiz occupy the whole of a small peninsula, which is connected with the island by a narrow sandy isthmus, about four miles and a half in length, and forms its north-western extremity.

El Rio-de-Sancti-Petri is a channel of deep water, varying from 200 to 300 yards in breadth, with a strong tide running through it, and no where fordable at any time of the tide: it extends from the royal naval arsenal, in the inner harbour, to the ocean, and was defended by a number of batteries on both banks as well as by some works on a small island near its southern outlet. It has but one bridge across it (El Puente-de-Suazo), the approach to which from Puerto-Real, Medina-Sidonia, Chiclana, &c. is defended by a *tête-de-pont*, consisting of two detached stone bastions, each mounting five Spanish 26-pounders in each face, and three in each flank; and at some distance retired from the line of a curtain, and rather nearer to the bastion on the right, is a stone redoubt, nearly square in plan, and mounting twenty-two heavy brass cannon, ten of which enfilade the high road that passes through its centre; four pointed towards the bridge and rear, and four towards each flank: numerous wet ditches, some of which were palisaded, and the great extent of swampy ground in front, mostly cut into salt-pans or pits, render the approach to these works very difficult. On the right and rear, close to the Rio-de-Sancti-Petri, is another work of masonry, having two faces and one flank, and capable of mounting nine cannon: this, as well as all the other works of the *tête-de-pont*, have their artillery in embrasures; and the two detached bastions, as also the last mentioned, are open at the gorge, and seen into from the redoubt standing in the centre. The bridge could only have been gained by storming these works in succession.

El Puento-de-Suazo is a plain stone structure, sufficiently wide to admit carriages to pass each other; it formerly consisted of three arches, but, on the approach of the French armies towards the south of Spain, in the year 1809, the

centre-arch was demolished, and a draw-bridge constructed in its place: the south parapet-wall was pierced with seventeen embrasures for heavy guns to enfilade the Rio-de-Sancti-Petri to the right.

Close to the western end of the Puente-de-Suazos is the commencement of the town called La-Isla, between which and the isthmus there were two strong redoubts, both on the high road, and very judiciously situated. There were likewise some exceedingly well executed field-works, erected chiefly by the British, on the heights to the southward of La-Isla, and these might have been found useful, had the enemy made any serious attack. About two miles and a quarter beyond the westernmost of the above mentioned redoubts, and at nearly the same distance from the land front of the Cadiz fortifications, a new work called the Castillo-de-San-Fernando extends across the isthmus, from the inner harbour to the sea. The exterior side of its principal front measures 260 yards, and is composed of two small demi-bastions, a curtain, a wide dry-ditch, a covert-way with a place of arms in the centre, and an extensive glacis. The height of the walls measures, exclusive of the parapets, generally about twenty-two feet; the parapets of the front, across the high road, are twenty feet thick; and twenty-one heavy guns, in the curtain, enfilade the line of approach from La-Isla, which narrow causeway was at the same time flanked by a Spanish flotilla of gun and mortar-boats, under the command of Admiral Valdez, a patriotic officer, who had fought with great bravery at Trafalgar, but who is now an exile from his ungrateful country, and a resident of the British metropolis. The regular troops collected in the island of Leon, consisted of 4000 British and Germans, under Lieutenant-General Graham (now Lord Lynedoch); 16,500 Spaniards; and the 20th Portuguese regiment, about 1,400 strong.

As it became necessary to thin the over-crowded anchorage, and to remove, beyond the reach of danger, such of the Spanish men-of-war as were either inefficient, or not required for the defence of the place, Sir Richard Keats caused several

of them to be equipped in the best manner that circumstances would permit, and conducted to Minorca and Cuba. Two first rates were conducted to the latter island by Captain Cockburn.

Expeditions were also formed to act on different parts of the Andalusian coast, one of which effected a landing about four leagues to the southward of the Huebla river, and made an impetuous attack upon a strong corps of cavalry posted at the town of Moguer. The enemy, not being prepared for such a visit, soon fled from the town, but rallied in the neighbourhood, and attempted to regain their ground. Worsted, however, in every attempt, they ultimately retreated towards Seville; and the allied force returned to Cadiz with some prisoners, and a number of volunteers for the army. Respecting this service, Sir R. G. Keats, on the 30th of August, 1810, wrote to the Admiralty as follows:

"I have received, through his Majesty's minister at this place, the copy of a letter from his Excellency M. de Bardaxi, secretary of state for foreign affairs, strongly expressive of the sentiments of satisfaction and gratitude felt by the Council of Regency at the able and distinguished co-operation afforded General Lacey by Captain Cockburn, the officers, and seamen under his command; and it becomes my duty to mark, in the strongest manner, how sensibly I feel the public service has been benefited by Captain Cockburn's able, cheerful, and zealous conduct."

About this period, a company of shipwrights arrived at Cadiz from England; and Sir R. G. Keats lost no time in forming a flotilla to annoy the enemy's working parties, and to act against the naval force then preparing at San-Lucar. A small building yard was soon established, and ten gun-boats were speedily constructed; nine others were brought from Gibraltar; and, at length, thirty vessels of this description were equipped and manned by the British squadron. This flotilla was most ably and gallantly commanded, for many months, by Captains Robert Hall and Thomas Fellowes; and, after their promotion to post rank, by Captains Frederick Jennings Thomas, and William Fairbrother Carroll. Every day, when the state of the weather permitted, these gun-boats were actively employed alongshore, and, together

with the Ætna, Devastation, Hound, and Thunder bombs, they very much retarded the progress of the enemy's works.

The Milford arrived at Cadiz, Sept. 2d, 1810; and two days afterwards, Mr. Smyth was appointed to the command of a large Spanish gun-boat, the Mors-aut-Gloria, mounting one long brass 36-pounder and a 6-inch howitzer, with a British crew of 35 men; in which vessel he continued until the beginning of March, 1811, bearing a part in almost every service performed by the flotilla during that arduous period. In justice to the other gentlemen of the squadron, who held similar commands at the same time, and whose universally admired conduct gained them the appellation of "fire-eaters," we subjoin as perfect a list as it is in our power to give, viz.

The present Captains George Rose Sartorious, and James Rattray; Commanders William Style, Frederick William Rooke, Smith Cobb, William Hall, George Woods Sarmon, John Leigh Beckford, and Daniel James Woodriff; and Lieutenants Charles Okes, Robert Roper Marley, Harry Wilson, William Hollamby Hull, Charles Basden, John Matson, George Sandford, Robert Purkis, and Thomas Irvine; the late Captain David Ewen Bartholomew, Commander Edward Wrottesley*, and Lieutenant Richard Tregent.

On the 12th of Sept. 1810, the French opened a heavy fire from all their batteries near Matagorda, and were immediately answered by Fort Puntales and the British flotilla; during this cannonade, two of Mr. Smyth's men were badly burnt. On the 15th, the gun and mortar-boats again engaged the enemy's works on the east side of the bay; and on the 17th, the bombs were in action with Santa-Catalina, which fortress, according to an official report drawn up by Captain (now Lieutenant-Colonel) Landmann, was capable of firing 24 guns upon the harbour of Cadiz, and nine in other directions: it had also four heavy mortars mounted in Sept. 1810.

On the 19th, the Mors-aut-Gloria and two of the Spanish

* Son of Sir John Wrottesley, Bart. He obtained the rank of Commander, Jan. 7th, 1812; and died at Newfoundland, in command of the Sabine sloop, July 28th, 1814.

flotilla silenced a small battery in the Bay of Bulls; and next day, the enemy excited great astonishment by throwing red-hot shot as far as the British squadron; a distance from Santa-Catalina, incredible as it may appear, of at least three miles: this was, probably, effected by reversing the gun on the carriage, and thereby giving it an extraordinary elevation. During the night, the atmosphere was singularly lighted by the fuses of crossing shells, from Puntales to the opposite shore.

While the French were employed in fortifying their numerous posts, the Spaniards were receiving considerable remittances from South America; and the British indefatigable in procuring ample supplies of provisions for the garrison of Cadiz, and in keeping up a constant communication with the south of Portugal, Tariffa, Gibraltar, and Tangier. On the 24th of Sept., the San-Pedro-d'Alcantara, 64, arrived from Lima, with a valuable cargo, and specie to the amount of several millions of dollars. The Cortes being then, for the first time, assembled, this coincidence was naturally hailed by the patriots as a most auspicious omen.

Previous to the meeting of the Cortes, the political and military government of Cadiz and its suburbs had been entrusted to a Junta, composed chiefly, if not wholly, of merchants; and it was presumed by the feeble Regency of Spain, that they would not fail to adopt the most proper measures for the public security: they, however, proved themselves to be far otherwise than disinterested servants of their country. From the very commencement of their authority, they strove by all means to acquire the exclusive management of the public revenue; employed the national funds in commerce; and appropriated the profits thereof to their own use. One of their first acts was to obtain the removal of the high-spirited Alburquerque from the command of the army in La-Isla-de-Leon, and, had they retained their power, it s probable that Napoleon Buonaparte would have obtained possession of this most important point in the kingdom. Fortunately, however, the Provisional Regency was dissolved by the Cortes; and the authority of the Junta transferred to an Executive Council, consisting of three

members—Blake, Cismar, and Agar;—the former of whom landed at Cadiz from the Druid frigate, Captain Thomas Searle, and assumed the chief military command in the island, Sept. 27th, 1810.

On the following day a pestilential fever broke out, and the communication between the British squadron and the shore was necessarily suspended. On the 30th of the same month, a fascine battery in advance of the French lines, near Chiclana, was attacked by a body of Spaniards, who completely surprised the enemy, spiked their guns, and gave no quarter.

On the 2d of October, a night attack by the bombs, gun-vessels, armed launches, and rocket-boats, produced a sensible effect on Fort Santa-Catalina, which was set on fire in two or three places; and, next morning, it was observed that the walls thereof had suffered greatly from the bombardment, and a subsequent explosion. This service was ably conducted by Captain James Sanders, of the Atlas 74. On the 3d, the Mors-aut-Gloria was twice struck by shot, but sustained little damage. On the 5th, she joined in an attack on Forts Napoleon and Luis; the former a strong earth battery near Matagorda, mounting sixteen heavy guns and four mortars; the latter occupying a small muddy point of the Trocadero island, and mounting fourteen guns, two mortars, and two howitzers, on the side next to Puntales, and about the same number of cannon to fire on the inner harbour. In the night of the 18th, Captain Fellowes made a spirited attack on a French privateer under the fortifications at Rota. On the 28th, the Camperdown gun-vessel, commanded by Lieutenant Style, struck on Los Corrales, a reef of rocks between Cadiz and Puntales, when a midshipman and fourteen of her crew miserably perished.

Early on the morning of the first of November, a French gun-vessel from San-Lucar was observed lying aground at the entrance of the Rio-Guadalete, where she was boarded and destroyed by the boats employed in rowing guard, under Captain John Sprat Rainier, of the Norge 74. Seven more of the Guadalquivir flotilla were at the same time attacked by the British gun-boats; but having got within the bar

before they were discovered, and being there protected by Fort Concepcion, several redoubts, and a corps of horse-artillery on the beach, they could not be prevented from reaching Puerto-Santa-Maria. In this affair, the Mors-aut-Gloria bore a very conspicuous part, and Mr. Smyth did not quit the point of attack until the falling tide had nearly left his vessel on the bar.

At 3 P. M., the wind then blowing strong from the westward, with thick hazy weather, the remainder of the San-Lucar gun-vessels, which in the morning had taken shelter at Rota, were discovered running alongshore, and instantly pursued. Unfortunately, however, they were already so far advanced that it became a stern chase: and from the short distance they had now to run, not one of them could be taken. In attempting to turn the headmost vessel, Lieutenant Leeke, of the Milford, was killed; and in the running fight that ensued, Lieutenant Hall, commanding the Bouncer gun-boat, appears to have been badly wounded. The heavy metal of their opponents, it is said, especially that of the Mors-aut-Gloria, effectually sickened the French sailors of their new sphere of action; but we are likewise informed that the arrival of such a naval force at Puerto-Santa-Maria did not fail to occasion a great sensation in the city of Cadiz; the inhabitants of which were apprehensive that a descent would soon be effected near Puntales; although its defences had been much improved, and the western part of the isthmus considerably strengthened with additional field-works.

In the night of Nov. 14th, the French flotilla attempted to elude the vigilance of the British, and get into the Caño-de-Trocadero; but some of the vessels were driven back to the Rio-Guadalete, out of which they never again ventured; and the rest obliged to take shelter in the Rio-San-Pedro, from whence they were afterwards transported overland to the marshes of La-Marquilla, below Puerto-Real. On the 23d, "the mortar and howitzer-boats, under the able direction of Captain Hall", threw, seemingly with considerable effect, several hundred shells amongst the Santa-Maria division; whilst the Ætna, Devastation, and Thunder, part of the Spanish

flotilla, and the British gun-boats, the latter in two divisions, "under the zealous command of Captain Fellowes and Lieutenant Carroll, successfully drew the attention and fire of Catalina." On this occasion, "two highly esteemed and respectable young officers, Lieutenants Thomas Worth and John Buckland, of the royal marine artillery, were killed," by one shot, in a cutter belonging to the Milford; "their loss," says Sir R. G. Keats, "was the theme of universal regret. Mr. Samuel Hawkins, midshipman of the Norge, also fell gallantly, which, with four Spanish and four English seamen wounded, constitutes our loss on a service, the execution of which merits my warmest praise." Captain Fellowes continued in action with Fort Santa-Catalina from 2-30 P. M., until ten o'clock at night. The Mors-aut-Gloria alone fired upwards of seventy rounds, and seemed to attract the particular attention of the French gunners; probably from her superior size, and the conspicuous death-head and cross-bones with which her bows were decorated—their ricochet shot were constantly splashing the spray over her, and cut several of her sweeps; yet, strange to say, she sustained no other damage.

In the beginning of December, the Hound's main-mast was shot away; and a few days afterwards, the Ætna burst her large mortar, being the fourth time that she had done so during the siege: this bomb-vessel, in particular, was often struck by shot and shells. On the 22d, a party of seamen and marines, under Lieutenant Bourne and Captain Fottrell, made a descent between the Guadalete and San-Pedro rivers, carried a small battery by assault, killed five of the guard, and took the remainder prisoners.

The evening of Christmas day was spent in making preparations for the destruction of the French gun-vessels which had been dragged overland from the Rio-San-Pedro, and were then in the Caño-de-Trocadero. Here they expected to remain without annoyance; but Sir Richard Keats was determined to harass them while any thing remained which could float. In the darkness of night, the British flotilla passed silently into the inner harbour, formed a junction with Admiral Valdez, and anchored near Canteras. At day-light on the

26th, the enemy opened a desultory fire, which was not returned. At 1 P. M., being high water, the whole combined force weighed and swept rapidly over to the Trocadero side, where the Spaniards commenced the action by engaging Fort Luis and the adjacent lines, while the British, under the immediate command of Sir Richard Keats, attacked the northern batteries and the vessels they protected. In the mean time, Fort Puntales opened upon the works near Matagorda, and the bombs, &c. kept Fort Santa-Catalina in play. A furious cannonade was kept up throughout all the French lines, and the tremendous roar of cannon and mortars, continued till half-past three o'clock, when seventeen heavy gun-vessels having been totally destroyed, the allied flotilla hauled off, and the firing every where terminated.

The last day of the year 1810 was rendered remarkable by the enemy throwing some eight and ten-inch shells into the city of Cadiz, by means of immense howitzers, purposely cast at Seville; one of which is now mounted in St. James's Park. These shells were nearly filled with lead, leaving space for about one pound of powder; the greatest range was 6200 yards.

On the 2d of Jan. 1811, the Spaniards opened a new "Aguada" near the Porto Douro, and thereby enabled the British squadron to obtain fresh water without the risk of sending to Canteras; a service which had been attended with the loss of many boats in the channel between the two harbours.

On the morning of the 13th, a large gun-vessel was discovered lasking alongshore, between Rota and Fort Santa-Catalina: chase was instantly given by the "fire-eaters," and she was soon driven on the rocks and destroyed, even in the teeth of the French batteries. On the same day, another gun-vessel was disposed of in the same way, close to the mole-head at Rota, and under a very heavy fire.

Much harassing work now devolved on the British flotilla, as Marshal Victor, whose hopes of organizing a regular naval force were at an end, had resolved to encourage the fitting out of a number of small fast rowing vessels as privateers, the crews of which could easily escape to the shore in emer-

gencies. These in the end became very daring and troublesome; and it was even suspected, that many of their men were deserters from the British regiments.

In the middle of February, Sir Richard Keats made arrangements for the embarkation of a military force; Lieutenant-General Graham having agreed to co-operate with the Spanish General La Pena, in an attack on the rear of the enemy's lines. By the 20th, the Portuguese regiment commanded by Colonel Bush, and upwards of three thousand British troops, were embarked, some on board the Stately 64, Druid frigate, Comus 22, Sabine, Tuscan, and Ephira sloops, and Steady and Rebuff, gun-brigs; others in such transports as Sir Richard could avail himself of; and the remainder in Spanish vessels. The naval part of the expedition was placed under the command of Captain (now Rear-Admiral) Edward Brace, who had recently joined from England. On the 22d a landing was effected at Algeziras, from whence the troops marched to Tariffa, where they were joined, on the 27th, by the Spanish force, seven thousand strong, brought thither in numerous coasting craft. The roads being impracticable for carriages, the artillery, provisions, and stores of every description, "owing," as the Lieutenant-General was pleased to say, "to the extraordinary exertions of the navy," were transported in boats from Algeziras to the same place, notwithstanding the unfavorable state of wind and weather, which had rendered a debarkation any where to the westward impossible. The result of this combined movement is thus stated by Sir Richard Keats, in an official letter, dated at Cadiz, March 7th, 1811:—

"The combined English and Spanish armies, under their respective commanders, moved from Tariffa on the 28th ultimo, towards Barbate, attended by such naval means as circumstances would permit. Preparations were made by me and our ally, and acted upon, to menace the Trocadero and other points, in order, as the army advanced, to favor its operations; and arrangements were made for a landing, and real or feigned attacks, as circumstances might determine: to this end, the regiment of Toledo was embarked on board H. M. ships in the bay.

"On the 1st instant, General Zayas pushed across the Sancti-Petri, near the coast, a strong body of Spanish troops, threw a bridge across the

river, and formed a tête-de-pont. This post was attacked on the night of the 3d and 4th, with vigour by the enemy; and though he was eventually repulsed, the loss was very considerable on the part of our ally. As the weather, from the earliest preparation for the expedition, had been such as to prevent the possibility of landing on the coast, or bay even without great risk, and with no prospect of being able to re-embark, should such a measure become necessary, the apprehension of having a force, which, with such prospects, I could scarcely expect actively to employ, when its services might be positively useful elsewhere, in defending the tête-de-pont, or in opening a communication with the army from La-Isla-de-Leon, induced me to state my sentiments on the subject, and the regiment of Toledo was in consequence disembarked. The sea on the coast having considerably impeded our communications, we were still uncertain whether the advance of the army would be by Medina or Conil, and of its precise situation, until the 5th, when at 11 A. M. I was informed by telegraph from La-Isla, that it was seen advancing from the southward near the coast. But though the Implacable and Standard weighed, to engage Catalina, the pilots refused to take them to their appointed stations; and, in the opinion of the best informed, the weather was of too threatening a cast to venture a landing, which, as the army was engaged by noon, according to the telegraph, would not have favored its operations. Under such circumstances, our measures were necessarily confined to feints; *whilst the British troops, led by their gallant and able commander, forgetting on the sight of the enemy their own fatigue and privations, and regardless of the enemy's advantage in numbers and situation, gained by their determined valour, though not without considerable loss, a victory uneclipsed by any of the brave achievements of the British armies.*"

We need scarcely add, that the victory thus announced was that of Barrosa, achieved by a mere handful of British and Portuguese troops, over two divisions of the French army, commanded by Marshal Victor in person.

The woody ridge of Barrosa is about three or four miles from the southern outlet of the Sancti-Petri, and was unexpectedly found occupied by a force of more than eight thousand men. In this emergency, to secure a road to the bridge, Lieutenant-General Graham resolved to charge up the heights, although his troops had been toiling for sixteen hours through a heavy sandy tract of country. British valour carried the day; and, but for the exhausted state of the heroic band, the victory would have been still more signal. The enemy's loss in killed and wounded amounted to nearly 3,000 officers

and men; General Bellegrade and the colonel of the 8th regiment of French infantry were amongst the slain; and Generals Rufin and Rosseau, 47 other officers, and 460 men, taken prisoners: one eagle, three stands of colours, four field-pieces, and two howitzers, also fell into the hands of the conquerors, whose loss was eight officers and 195 men killed, and 55 officers and 985 men wounded: among the latter was Colonel Bush, who received a shot in the groin, and only survived a few days.

On receiving intelligence of this brilliant achievement, Sir Richard Keats immediately despatched Captain Cockburn to the army, with boats and other assistance; and this officer (who had but recently returned from the Havannah) was eminently useful in securing the prisoners and bringing off the wounded.

On the following day, the wind having come off the land, and the sea much abated, two landings were effected by way of diversion; one between Rota and Catalina, and the other between that fort and Puerto-Santa-Maria. The force employed consisted of the marines of the squadron, 200 British seamen, and 80 Spanish sailors. One division was commanded by Captain John William Spranger, of the Warrior 74; the second by Captain Edward Kittoe, of the Milford. At the same time, Fort Santa-Catalina was bombarded by the Hound and Thunder; and the batteries to the eastward of Cadiz were kept in check, with much spirit, by the flotilla under Captains Hall and Fellowes. A redoubt of four guns was carried by the marines of the Milford, led on by their commanding officer, Captain Patrick Fottrell. Another of the same force, situated at the entrance of the Rio-de-Guadalete, and surrounded by a ditch and spiked stockade, was stormed by Captain Fellowes at the head of his boat's crew, under a heavy fire of grape from the neighbouring batteries. The guns of all the sea-defences from Rota to Santa-Maria, with the exception of Catalina, were spiked, and the works materially damaged.

In the execution of the above services, the British had one gun-boat sunk, three men killed, and thirteen (including

Lieutenant John Bayly, R. M.) wounded. Thirty-one French soldiers were taken prisoners.

This appears to have been a busy period with Mr. Smyth. In consequence of his having acquired an accurate knowledge of the circumjacent coast and channels, he had been charged with despatches for Lieutenant-General Graham, while that distinguished officer was on his route from Tariffa; and he arrived at the southern end of the Sancti-Petri, just after the enemy was repulsed in his last attack upon General Zayas: he consequently witnessed the termination of the battle of Barrosa, and remained on the field until the imbecile La Pena and his 7,000 Spaniards crossed the ground of which they should have shared the glories. He only returned to Cadiz in time to take charge of a large flat, armed with a 32-pounder carronade, and accompany a force ordered up to the naval arsenal, on the 10th of March: but when inside Matagorda, his boat was nearly sunk by the enemy's batteries, and had three men mortally wounded. On the 14th, the Milford's barge, under his command, while pursuing a privateer near Rota, was hailing one of the Implacable's boats when the latter was struck by a shot, which killed three men, badly wounded another, and tore away her quarter. On the 16th, he rendered essential assistance to a water-logged American ship, which had been ashore near Cape Trafalgar. On the 18th, he was towing some spars from the Casa-Blanca to the squadron, when they were repeatedly struck by the enemy's shot. And, on the 20th, he commanded a boat in an unsuccessful expedition against some piratical privateers at Chipiona.

During the night of the 27th of March, a tremendous gale blew from the S. E., and at day-break on the 28th, signals of distress were flying in every direction. In the afternoon it was ascertained, that about fifty-three sail of merchantmen had been wrecked, and at least one hundred others more or less damaged: the number of lives lost was computed at 250. Mr. Smyth, who then had the charge of a heavy armed boat, was driving before the blast, when he was very opportunely assisted by the Undaunted frigate, and received the kindest

attentions from Captain Richard Thomas, whose sufferings after the loss of the Lady Hobart packet, in 1803, made him regard the distressing scene of devastation with feeling sympathy.

On the 12th of April, the Hound sailed for Gibraltar, having had her large mortar damaged, and main-top-mast shot through. On the 15th, a detachment of Spanish troops, under Generals Blake and Zayas, left Cadiz, to join General Ballasteros, then near Ayamonte with about 4000 men, for the purpose of co-operating with Marshal Beresford, at the approaching siege of Badajos. A constant communication with those officers was kept up by the small vessels of the British squadron; and in the course of this service, Lieutenant Vallack, commanding the Basilisk gun-brig, perished with the whole of his boat's crew, in attempting to cross the bar of the Guadiana. The above detachment bore a part at the battle of Albuera, May 16th, 1811.

Owing to the successes of Lord Wellington, the siege of Cadiz now dwindled to a mere land blockade; the British flotilla, however, never relaxed in its endeavours to annoy the enemy, and was consequently often engaged with Fort Santa-Catalina and other works. On the 27th of May, Captain George Price, commanding the Sabine sloop, reported the capture and destruction of four of the Chipiona privateers.

From the 14th to the 28th of June, the Milford and three other line-of-battle ships cruised at the entrance of the Straits, where they fell in with Sir Edward Pellew, proceeding to assume the chief command in the Mediterranean. After communicating with that officer, Sir Richard Keats returned to Cadiz, accompanied by Rear-Admiral Legge; who had been appointed his successor, and who continued to conduct the naval operations on that station until, amongst the consequences of the glorious battle of Salamanca, every French soldier was withdrawn from the vicinity of La-Isla-de-Leon.

The Milford proceeded from Cadiz to Gibraltar, Carthagena, and the coast of Catalonia; after which she joined the fleet off Toulon, where Sir Richard G. Keats shifted his flag

into the Hibernia, July 31st, 1811. On the following day, Mr. Smyth joined the Rodney 74, Captain John Carter Allen, under whom, and Captain Edward Durnford King, he served as master's-mate until about the close of 1812, when that ship was paid off, in consequence of her having been almost torn to pieces, by a violent gale in the stormy Gulf of Lyons. In the mean time she had been actively employed on the coasts of Spain and France, and was with Sir Edward Pellew, in Hieres bay, when those fine three-deckers—the Caledonia, Hibernia, and Temeraire—drifted under Porquerolles, and received a heavy fire from the enemy's batteries, which were soon silenced and laid in ruins by the British fleet. We afterwards find her watching the port of Toulon, with only two frigates in company; and in Mr. Smyth's journal there is mention made of one of those occurrences which, though not then uncommon, marks the coolness with which affairs were managed:—

"Jan. 15th. 1812. Strong gales and clear weather. At day-break perceived a strange ship standing in towards Cape Sicie, and made all sail in chase. We were coming up with her, hand-over-hand, but still she had a chance of escape, only that the Apollo and Alcmene being close in shore, and under French colours, the stranger bore to them for protection, and was immediately boarded. In the interim, all the telegraphs along the coast were briskly worked, and twelve line-of-battle ships came out of the outer roads, under a heavy press of canvass, to rescue their vessel. Made the signal to the frigates to secure the prize, and stood on to observe the enemy. At noon, squally weather. Hove-to, and remained with the main-top-sail to the mast till, after a near approach, the French ships, three of which were first-rates, suddenly reefed their topsails, wore, and stood in for Toulon again. We then filled, joined the two frigates, and sent an officer with a party of men to carry the prize to Minorca."

A survey of La-Isla-de-Leon and the neighbouring coast with an accurate detail of the strength of the various French and Spanish batteries, executed by Mr. Smyth while in command of the Mors-aut-Gloria, being at length submitted to Viscount Melville, by Captain Hurd, the hydrographer, and seconded by handsome testimonials from Captains Hall and Fellowes, of the ability and intrepidity which he had displayed during that period, his lordship was pleased to present him

with a lieutenant's commission, dated March 15th, 1813, and at the same time sent him a note couched in most gratifying terms.

Lieutenant Smyth was soon afterwards appointed to a command in the Anglo-Sicilian flotilla, stationed at Messina, under the orders of his friend Brigadier Sir Robert Hall, with whom he had first become acquainted at Cadiz. This force consisted of heavy gun and mortar-vessels, rocket-boats, and armed scampavias, all well-appointed, and manned with 3000 organized native sailors. Such a formidable obstacle to invasion was one of the principal means by which 14,000 British and German troops had been enabled to hold the island of Sicily against Murat's army, amounting to 38,000 chosen men.

One of the first services in which Lieutenant Smyth appears to have been employed, was a confidential mission to the Court of Naples, then just wavering in its allegiance to Napoleon Buonaparte. Early in 1814, he proceeded to Palermo in command of the Scylla brig, having Sir Robert Hall's flag on board; and while there, was exposed to a serious personal danger. In the night of the 19th of February, being on shore with the Brigadier, he received a report that the Scylla was in flames. The wind then blew a furious gale, with heavy torrents of rain, and he had the utmost difficulty in getting a boat launched from Porta-Felice. On rowing a little way out, he perceived a large ship in flames and adrift, and that his own vessel was riding in safety. Following the former, he was acutely distressed by seeing the men who went aloft to loose sails successively burnt, but had the pleasure to rescue one of the crew who had leaped overboard. The ship soon afterwards grounded under the citadel, and proved to be the Whitby transport, bearing the pendant of Lieutenant William Pitt, agent. On her taking fire, she was moored within the mole-head; but being promptly cut adrift, the violence of the wind drove her through two tiers of vessels, though on her way out, she rubbed the main channel off a ship with 1200 barrels of gunpowder on board! Lieutenant Smyth's boat was the only one which put off during that fatal night and returned in safety;—four masters of

ships were drowned, and, next morning, numerous dead bodies were found strewed along the beach.

Shortly after this, Sir Robert Hall was appointed to the command of the naval force on the lakes of Canada, when he addressed a most friendly letter to Lieutenant Smyth, of which the following is an extract,—"I have no doubt of your soon obtaining the step it is so natural you should be anxious for, because to the cool gallantry I have observed you possess, in presence of the enemy, you add the talents of an eminently scientific navigator, and therefore you are not likely to remain inactive during the peace that *threatens* us. I shall not fail to assure Lord Melville of your merits and services, on my arrival in England *."

The abdication of Napoleon Buonaparte, in April 1814, by closing the European war, afforded Lieutenant Smyth an excellent opportunity of commencing a survey of Sicily, to which he was the more strongly stimulated by the little probability that then existed of the general tranquillity being again disturbed;—"finding one avenue to professional reputation closed," said he, "I will endeavour to obtain it by another." He afterwards visited the ex-Emperor at Elba; and during the subsequent short war, occasioned by the flight from thence of that "meteor of the age," and the rashness of Murat, we find him employed amongst the Æolian or Lipari Islands. One day, being on the peaked summit of Panaria, he perceived a large Neapolitan gun-vessel standing towards the Cala-del-Castello: having heard of her taking a prize some few hours before, he immediately stationed himself in an armed boat close under a point of land, dashed alongside of the enemy just as she was rounding it, and so completely surprised her crew, that he obtained possession without a man of either party being hurt.

Some time previous to this little exploit, that accomplished officer, Rear-Admiral (afterwards Sir Charles V.) Penrose, had arrived in Palermo bay, to take charge of the Mediterranean

* Captain Sir Robert Hall, Knt. and C. B. died acting Commissioner at Quebec, in 1818.

station, and was astonished to find Lieutenant Smyth carrying on an extensive series of hydrographical operations, connecting Barbary, Sicily, and Italy, entirely on his own means, and without any official instructions. After fully acquainting himself with all the bearings of the case, he made several efforts to procure a proper establishment for the enterprising surveyor; and we insert one of his letters, with the greater pleasure, because it is mainly owing to this occurrence, that the study of hydrography has since been so widely cultivated :—

"*H. M. S. Queen, at Sea, 4th April,* 1815.

"Sir,—Lieutenant Smyth having delivered to my charge some finished plans of ports in Sicily, requesting me to forward them for the inspection of the Lords Commissioners of the Admiralty, I have promised to do so by the first safe opportunity.

"I feel it my duty to add, that the celebrated Piazzi, as well as the officers of engineers, and all other judges, give ample testimony to the extreme accuracy of the observations and calculations of Lieutenant Smyth, and I have had opportunities of comparing some on the spot, which fully corroborate it. His written remarks, both in a nautical and military point of view, are very valuable; and he has the advantage of uniting great celerity of operation with extreme exactitude.

"The respectable light in which he is held by all the Sicilian ministers and authorities will enable him to act with much greater effect than any other person.

"I venture to press the merits of Mr. Smyth with more confidence because he was entirely unknown to me, till I saw the utility of his professional labours in Sicily.

"The very great errors detected in former charts, exhibit the value of the present survey in a strong light. I have the honor to be, &c.

(Signed) "C. V. PENROSE, Rear-Admiral.

"*To J. W. Croker, Esq. Admiralty.*"

Lieutenant Smyth continued his important labours, in a borrowed Sicilian gun-boat, long after the British troops had evacuated the island; and during the progress of his survey, gave such satisfaction to the Admiralty, that he was not only advanced to the rank of Commander, Sept. 18th, 1815, but, says the Secretary, in a letter to Rear-Admiral Penrose,—"I am commanded by their Lordships to acquaint you, that they are much pleased with Captain Smyth's zeal and ability, and that they are more particularly satisfied with the beauty and

apparent correctness of his surveys and drawings; and as a mark of their approbation, and an incitement to other officers to give their attention to similar pursuits, my Lords Commissioners will direct a selection of his drawings to be engraved and published for the benefit of Captain Smyth."

This arrangement of their lordships was altered in consequence of some difficulties arising, and it was finally determined to engrave the "Atlas of Sicily" in the Admiralty Office; and for Captain Smyth to publish a "Memoir descriptive of the Resources, Inhabitants, and Hydrography of that and the neighbouring islands, interspersed with antiquarian and other notices," in a separate volume, of which the Board purchased 100 copies. This highly interesting work has been favorably received, and extensively reviewed, not only in England, but also in Germany, France, and Italy *.

In the spring of 1816, Captain Smyth joined the squadron under Lord Exmouth, hoping that his Sicilian gun-boat, with her 68-pounder carronade and Congreve rockets, would have been in requisition to cover a landing on the Barbary shore, the Admiral's object at this period being to oblige the piratical states to relinquish their depredations upon European commerce; matters, however, were for a time amicably adjusted.

After witnessing the liberation of numerous Christian slaves, Captain Smyth obtained permission from the Bashaw of Tripoli, to visit the ruins of Leptis Magna (situated on a fine level district to the eastward), to examine into the possibility of embarking the numerous columns which his Highness had offered to the British monarch. He accordingly proceeded thither, in company with the Consul, Colonel Hanmer Warrington.

"The ruins," says he (in his private journal, which he has obligingly placed at our disposal,) "had a very interesting appearance, from the contrast of their fallen grandeur with the mud-built villages of Lebidah and Legatah, and those of the Nomadic tribes scattered around. The city,

* Published by *Murray*, London, 1824.

with its immediate suburb, occupies a space of about ten thousand yards, the principal part of which is covered by a fine white sand, that, drifting with the wind along the beach, has been arrested in its progress by the ruins, and struck me at the moment as having probably been the means of preserving many specimens of art, which, from the numerous pillars, capitals, cornices, and sculptured fragments strewed around, I could not but suppose to have been extremely valuable; more especially, since having been the birth-place of the Emperor Severus, he might have enriched it with presents; besides which it had been highly favored, for its adherence to the Roman interest during the Jugurthine war. In addition to these circumstances, the fact of Leptis having been sufficiently opulent to render in tribute a talent a day, prompted me, on my arrival at Malta, to recommend it as an eligible field for an extensive excavation.

"On my return thither, in Jan. 1817, I was surprised, on riding over the ruins, to find that many of the most valuable columns which were standing in the preceding May, had either been removed, or were lying broken on the spot; and even most of those still remaining, had had their astragal and torus chipped off. I discovered, on enquiry, that a report had been circulated by the Tchaouses on my former visit, of an intention to embark them for England; and as it had long been a quarry whence the Arabs supplied themselves with mill-stones, they had, in the interval, been busily employed in breaking up the columns for that purpose, providing not only for the present, but also for a future supply. This extensive destruction was prompted by the peculiar construction of the Moorish oil-mills, they being built with a circular surface, having a gentle inclination towards the centre, round which a long stone traverses, formed by about one-third of a shaft.

"On the 25th, however, having arranged my tents and instruments, I commenced an excavation near the centre of the city, with a party of eight Arabs, whom I increased the following day to a hundred; and as they quickly gained the use of the English spade and mattock, the work proceeded with celerity. But I soon had the mortification of perceiving, from numerous local evidences, that Leptis had been completely ravaged in former times, and its public edifices demolished with diligent labour, owing perhaps to the furious bigotry of the Carthaginian bishops, who zealously destroyed the Pagan monuments in every place under their control. Or it might have been partly effected by the vengeance of the Barbarians for the memorable treachery of the Leptitani. From whatever cause it proceeded, the destruction is complete; most of the statues are either broken to pieces, or chipped into shapeless masses, the arabesque ornaments defaced, the acanthus leaves and volutes knocked off the fallen capitals, and even part of the pavements torn up, the massy shafts of the columns alone remaining entire.

"With a view of gaining further information, I opened an extensive Necropolis, but with little success. There were neither vases nor lachry-

matories, but only a coarse species of amphoræ and some pateræ, with a few coins, neither rare nor handsome, mostly brass, and principally of Severus, Pupienus, Alexander, Julia Mammea, Balbus, and Gordianus Pius. A number of intaglios of poor execution were picked up in different parts, as also some very common Carthaginian medals, but nothing indicating high antiquity or tasteful skill. Willing, however, to make as fair a trial as possible, I continued excavating until the 12th of February, when, having explored the principal basilica, a triumphal arch, a circus, a peristyleum, and several minor structures, with only a strengthened conviction of the precarious chance of recovering any specimens of art worth the labour and expence of enlarged operations, I determined to desist.

"In the course of the excavation I had an opportunity of observing that, the period of the principal grandeur of the city must have been posterior to the Augustan age, and when taste was on the decline; for notwithstanding the valuable materials with which it was constructed, it appears to have been overloaded with indifferent ornament, and several of the mutilated colossal statues I found, were in the very worst style of the Lower Empire. There are also many evidences of the city having been occupied after its first and violent destruction, from several of the walls and towers being built of various architectural fragments confusedly heaped together.

"Although there are several exceedingly fine brick and cementitious edifices, most of the walls, arcades, and public buildings, are composed of massy blocks of freestone and conglomerate, in layers, without cement, or at most with very little. The temples were constructed in a style of the utmost grandeur, adorned with immense columns of the most valuable granites and marbles, the shafts of which consisted of a single piece. Most of these noble ornaments were of the Corinthian order; but I also saw several enormous masses of architecture, ornamented with triglyphs, and two or three cyathiform capitals, which led me to suppose that a Doric temple, of anterior date, had existed there. On a triple plinth near them I observed a species of socle, used in some of these structures as the base of a column, with part of the walls of the Cella, surrounded by a columnar peristyle.

"The city was encompassed by strong walls of solid masonry, pierced with magnificent gates, and was ornamented with spacious porticoes, sufficient portions of which still remain to prove their former splendour. It was divided from its principal suburb to the east by a river, the mouth of which, forming a spacious basin, was the Cothon, defended at its narrow entrance by two stout fortifications; and branching out from them, may be observed, under water, the remains of two large moles. On the banks of this river, the bed of which is still occupied by a rivulet, are various ruins of aqueducts, and some large reservoirs in excellent preservation. Between the principal cisterns and the torrent to the westward of Leptis,

some artificial mounds are constructed across the plain, by which the winter rains were conducted to the reservoirs, and carried clear of the city. On the east bank of the river are remains of a galley-port, and numerous baths, adjacent to a circus, formerly ornamented with obelisks and columns; and above which are vestiges of a theatre. Indeed the whole plain from the Mergip hills to the Cinyphus (now the river Kháhan) exhibits unequivocal proofs of its former population and opulence.

"Thus ended my unsuccessful research; but though no works of art were recovered, many of the architectural fragments were moved during the summer down to the beach, by Colonel Warrington, where I called for and embarked them, on board the Weymouth store-ship, for England; together with thirty-seven shafts, which formed the principal scope of the expedition. Still we were sorry to find, that neither the raft-ports nor the hatchways of the Weymouth were capable of admitting three fine Cipollino columns of great magnitude, that, from their extreme beauty and perfection, we had been particularly anxious about."

The fragments of ancient architecture thus rescued from oblivion by Captain Smyth and Colonel Warrington, were for a length of time to be seen in the court-yard of the British Museum; and are now at Windsor. From them, many of the light capitals which decorate the new edifices of our proud metropolis were copied. Nor was the attention of the enterprising and scientific sailor confined to sandy excavations; for we find him employed also in surveying the adjacent country, and, amongst other trips, travelling inland to Ghirza, in quest of the celebrated petrified city, by which he finally settled that amusing paradox.

"During the time that I was excavating amongst the ruins of Leptis Magna, (says he) the Arab Sheiks, who visited my tent frequently, remarked, that I should have a better chance of finding good sculpture in the interior, and made many vague observations on the subject, to which I paid little attention at the time. On my return to Tripoli, however, Mukni, sultan of Fezzan, had just returned from a marauding expedition into the interior; and in a conference I held with him, he assured me that within the last month he had passed through an ancient city, now called Ghirza, abounding in spacious buildings, and ornamented with such a profusion of statues as to have all the appearance of an inhabited place. This account, supported by several collateral circumstances, impressed me with the idea of its being the celebrated Ras Sem, so confusedly quoted by Shaw and Bruce; and consequently inspired me with a strong desire to repair thither.

"Accordingly Colonel Warrington and I waited on the Bashaw, re-

questing permission to undertake the journey, with which he immediately complied. Only, as his eldest son, the Bey of Bengazi, was in rebellion against him, and might, by seizing us, demand terms which his Highness would find it difficult to accede to, he wished us to proceed with a small force to the mountains, and there be reinforced according to the actual state of the country. His Highness also signified his desire that Seedy Amouri, his son-in-law, and Seedy Mahomet, his nephew, should accompany us. He moreover furnished us with his Teskerah (an authority for being gratuitously subsisted by the Arabs), though we never used it but to insure a supply, and always made a present in return, proportionate to the value of the articles provided; being of opinion that availing ourselves otherwise of this document would be detrimental to future travellers.

"On the 28th of February, we left Tripoli before sunrise, accompanied by the two Seedies, an escort of Moorish cavalry, and several camels. On the 2d of March we passed an old tower, called Gusser-Kzab, in the plain of Frussa, where, about three years before, a considerable treasure had been discovered in gold and silver coins. Of these, however, I was unable to procure a single specimen, they having been all taken to the coast of Tripoli, where they were most probably melted, and their date and story lost for ever. Proceeding from Frussa over a sterile and fatiguing district, we arrived, about noon on the 3d, at the wadie of Benioleet, where, having been expected, the principal people came out to welcome us, and some met us even as far off as the valley of Mezmouth. This, though only a distance of four or five miles, is a very laborious and dreary ride, over a rocky tract, exhibiting a remarkably volcanic appearance, from a black substance resembling porous lava, lying upon a bed of tertiary limestone, and forming, perhaps, a part of the Harutsch of Horneman.

"Having found several people at Benioleet who had recently arrived from the place I was bound to, I repeated my inquiries respecting the sculpture, and again received positive assurances that I should see figures of men, women, children, camels, horses, and ostriches, in perfect preservation; and the belief of their being petrifactions was so prevalent, that doubts were expressed whether I should be able to remove any one of those whom it had pleased Providence thus to punish for their sins.

"On the 6th, after our party had been joined by three mountain chiefs, with twenty-five janissaries, and fifteen camels laden with water, barley, tents, &c., we proceeded over a hilly and bare country to the southward. On the 8th, having passed the range of Souarat, we advanced through a pretty valley called Taaza, neglected, but evidently capable of improvement, from the luxuriant myrtle, lotus, juniper, cypress, and other plants, flourishing spontaneously. In the evening we arrived at a brackish well of great depth called Zemzem, from having been blessed by a holy Marabut; and thence is derived the name of the whole wadie, which running towards the north-east reaches the Syrtis below Turghar. Ghirza, the scene of the extraordinary story so extensively propagated, being only

three or four miles from this place, occasioned me a restless night: so that early in the morning of the 9th, I eagerly sat off over the hills, and after a short ride, the ruins of Ghirzà abruptly met my sight.

"I instantly perceived the error of some writers, in ascribing cold springs and moving sands to this spot; for the site is mountainous and bare, presenting only dreary masses of lime and sandstone, intersected with the ramifications of the great wadie of Zemzem. And although I had not allowed my imagination to rise at all in proportion to the exhilarating accounts I had heard, I could not but be sorely disappointed on seeing some ill-constructed houses of comparatively modern date, on the break of a rocky hill, and a few tombs at a small distance beyond the ravine. On approaching the latter I found them of a mixed style, and in very indifferent taste, ornamented with ill-proportioned columns and clumsy capitals. The regular architectural divisions of frieze and cornice being neglected, nearly the whole depth of the entablatures was loaded with absurd representations of warriors, huntsmen, camels, horses, and other animals in low relief, or rather scratched on the freestone of which they are constructed. The pedestals are mostly without a dye, and the sides bore a vile imitation of Arabesque decoration. The human figures and animals are miserably executed, and are generally small, though they vary in size from about three feet and a half, to a foot in height, even on the same tombs, which adds to their ridiculous effect; whilst some palpable and obtruding indecencies render them disgusting.

"Across a fine but neglected valley, to the south-eastward, in which were numerous herds of wild antelopes, and a few ostriches, is a monumental obelisk of heavy proportions; and near it are four tombs, of similar style and ornament with the first set. These are remarkable, however, as more strongly combining a mixture of Egyptian and Greek architecture, and are placed so as to give a singular interest to the scene. There are but three inscriptions, and those are comparatively insignificant; nor can other particulars be learned, the whole of them having been opened, in search, probably, of treasure; but as no person permanently resides near the spot, I was deprived of any local information. A wandering Bedoween, who had been some time in the wadie, brought me a fine medal, in large brass, of the elder Faustina, which he had found in the immediate vicinity.

"The tombs appear to have remained uninjured by the action of either the sun or the atmosphere, excepting only a deep fallow tint they have imbibed;—the sculpture therefore, as we must call it, remains nearly perfect. As these edifices are near the Fezzan road, people from the interior have occasionally tarried to examine them; and being the only specimens of the art they ever saw, yet representing familiar objects, they have described them on their arrival at the coast in glowing colours. It is this nucleus which, rendered more plausible, perhaps, by the story of Nardoun, soon swelled into a petrified city, and at length attracted the

curiosity not only of Europe, but obtained universal belief in Africa. It has been deemed a species of pilgrimage to resort thither, as the caravan passes, and inscribe a blessing for the supposed unfortunate petrified Moslems, and with these the pedestals are actually covered. Thus, notwithstanding the diminutive size and despicable execution of these basreliefs, the Turks who accompanied me eyed them with admiration and respect, as actual petrifactions, pointing out to my notice that the horses had actually four legs, and other similar trifles. Never, in fact, has a palpable instance occurred to me, so strongly indicative of the degradation of mind inflicted by the Mahometan tenets on its votaries; nor could I but regret to find men, in many respects estimable, so benighted, and so glaringly deficient in the commonest discernment which is bestowed by education.

"Ghirza is situated near some barren hills called Garatilia, in lat. 31° 7′ 16″ N., long. 14° 40′ 50″ E.; and from its want of water, and sterile, comfortless appearance, could only have been a military post in communication with Thabunte, and the stations along the shores of the Greater Syrtis. The wadie, indeed, may have been formerly well cultivated, being even now covered with spontaneous vegetation, and flourishing talha, cypress, lotus, and other trees. I observed no traces of roads or aqueducts, during my short stay; but I was too much occupied with my operations for determining the geographical position of the place, to extend my researches to any distance.

"On the 11th, I wished to proceed to Towergha and Mesurata, and thence to Lebida; but we had so many men and camels belonging to Benioleet, that it became necessary to return to that place, which is situated in lat. 31° 45′ 38″, long. 14° 12′ 10″. On our arrival there, we found the inhabitants eager to learn our opinion of the petrifactions of Ghirza, and they were evidently chagrined when they found we had brought some specimens away with us, thereby dissolving the favorite axiom respecting the futility of attempting to remove them.

"From Benioleet I went to the north-eastward, in hopes of finding some remains of Talata, Tenadassa, and Syddemis, which were in the chain of communication with the stations of the Syrtis, Cydamus, and the Tritonis; but I met with only a few dilapidated towers, and some uninteresting ruins, which, from the situation, were probably those of Mespe. Thence we crossed the Messellata hills, and near the centre of one of the ramifications observed three slight eminences, which I am inclined to think must have been the Tumuli of the Graces of ancient geographers; though, but for the coincidence of the number, I should scarcely have remarked them. They are about 340 feet in height, and nearly five miles from the coast, thus differing in distance from the ancient account, of 200 stadia; but as the Cinyphus actually rises here, the early manuscripts may have suffered from bad copyists.

"The Cinyphus is now called the Wadie Khàhan, or weak river, in allusion to its sluggish course in summer; though it is still, to a little

distance inland, a considerable stream, for this part of the world. Its shrubby banks render the lower part of it extremely picturesque, while both they and the sedgy marshes it has formed towards Tabia point, abound with game of all descriptions. Near the high road from Sahal to Zeliten, the river contracts at once. Here stood an ancient bridge, of which vestiges remain; and adjacent is a tolerable subterraneous aqueduct, running in the direction of Leptis, with a ventilating aperture, at intervals of about forty yards."

During the period of Captain Smyth's researches in this part of Northern Africa, discussions of a delicate tenour sometimes arose, either with the natives or the foreign consuls, in all which he adopted such a line of behaviour as to draw the thankful acknowledgment of Colonel Warrington, who in a letter to him says:—"Your very correct and handsome conduct in the support of my consular authority entitles you to my warmest thanks, and has been of the highest advantage to his Majesty's flag." The Bashaw also was so contented, that he presented him with a very valuable Turkish scimitar.

Sir Charles Penrose, who had resumed the chief command in the Mediterranean, on Lord Exmouth's departure for England, after the battle of Algiers, was much pleased with the successful issue of an enterprise, thus voluntarily undertaken and completed, after it had been formally abandoned by an express mission; and in his official letter of thanks to Captain Smyth, he said,—"In acknowledging your despatch of the 9th instant (Nov. 1817), communicating the result of your labours at Lebida, as well as much other highly interesting matter, which you have so skilfully brought forward, I congratulate myself that the undertaking fell to your lot. I shall not fail to transmit to the Lords Commissioners of the Admiralty, a copy of your report, together with the high sense I entertain of your spirit, talent, and indefatigable exertions."

From these researches originated the journies afterwards undertaken into the interior of Africa, from Tripoli; and as some curiosity has existed respecting these enterprises, we shall presently insert a few letters that will throw much light thereon.

In the mean time, Captain Smyth had been appointed to the command of the Aid sloop, and she was fitted and sent out to receive his pendant. In that ship we find him proceeding on the important service of fixing astronomically a new series of latitudes and longitudes for all the harbours, headlands, and islands, of the Mediterranean sea. These were known to be singularly erroneous; and he had already amassed considerable materials and data for such an object. About this time, a proposal was submitted to the British Government, for a ship to be sent to the Adriatic, to complete the grand survey of its shores, which had been commenced by the command of Napoleon Buonaparte. Captain Smyth being also appointed to this service, proceeded to execute it, having first embarked on board the Aid a party of Austrian and Neapolitan staff-officers, and taken the Imperial sloop of war Velox, Captain *Poelthl*, under his orders. By making the utmost use of the means at his disposal, the operations were satisfactorily terminated in less than two years, notwithstanding a dreadful plague was raging along the Albanian shores:—the result of the united labours of himself and his associates have been published at the Imperial Geographical Institute of Milan.

It is a singular historical fact, that Captain Smyth, in a visit to the fortified convent of Stagnewitz, on Monte Negro, so early as the summer of 1818, had the whole plan of the Greek revolution, which broke out in the year 1820, revealed to him; and of which he duly informed the British Government, through Sir Thomas Maitland, then Governor of Malta. He was also one of the party who accompanied Sir Thomas to the court of Ali Pasha, the famous and ferocious Vizier of Albania, to treat respecting the cession of Parga.

We next find Captain Smyth co-operating with Sir Frederick Adam, Lord High Commissioner of the Ionian islands, in suppressing a dangerous insurrection amongst the inhabitants of Santa Maura, and receiving his public acknowledgment for maintaining a rigorous blockade of that island, and helping him to disarm the population of several Greek villages. This was a service of which Vice-Admiral Sir Thomas

F. Fremantle observed, "he had acquitted himself well, with very inadequate means."

On his return home, in 1820, Captain Smyth represented to Viscount Melville, that the operations carried on by Captain Guattier du Parc, of the French navy, in the Archipelago and Levant, were, to his personal knowledge, so scientific and accurate, that it would only be waste of time to go over the same ground; but that their operations, if united, would form a complete basis for the construction of a chart of the whole Mediterranean sea. His lordship was pleased, thereupon, to send him to Paris, with full authority to make such arrangements as should embrace the object. This being accomplished, he was directed to complete his own division of the points more decidedly, and to finish the examination of the coast between Algiers and Egypt.

Captain Smyth also had interviews with Lord Melville and the Right Hon. F. J. Robinson, then President of the Board of Trade, on the subject of African explorations. He represented, that, from the kindness he had experienced amongst the Moors and Arabs, he had no doubt but an opportunity was now open to the centre of that vast continent; and that both the moral and physical difficulties of travelling were much less in North than in West Africa. He also held, that something of a plan might be pursued, from our great influence with the ruling powers, to revive the drooping commerce of Malta, by trading directly with the interior, through Tripoli,—an object the more obvious from that island's vicinity, and its people having a common language with those of Barbary. He therefore suggested that a person conversant with trade, and of suitable experience, should be attached to the travelling party, with a moderate adventure, in order to give a fair trial to the market, and enable the parties to furnish the public with information upon which the mercantile world could rely. "A field might thus be opened," said he, "equally accessible to the people of other countries. The day is passed by when privileges are stipulated in treaties, otherwise, if this trade were capable of any extent and duration, that nation which overcame the early obstacles should be entitled to

some advantages. I am not one who join in the romantic notion of universal free commerce; and I think that where privileges can, with justice, be secured, it is the duty of a government to do so."

These suggestions were very favorably received, though various circumstances interfered with their adoption. Some parts of his plan and details, were, however, put into execution, in consequence of the following letter, which he wrote at the instance of Lord Melville.

"35, *Soho Square, Dec.* 31*st*, 1820.

"My Lord,—In obedience to your Lordship's desire, I venture to place before you my idea on that part of North Africa lying between Tripoli and Egypt, and which, notwithstanding it constituted one of the most interesting sites of antiquity, is unaccountably a perfect blot in the geography of the present day.

"In consequence of a strict attention to the subject, I had reason to think that, on my visit to Tripoli in 1816, no other knowledge existed of those countries extending along the coast from the city of Tripoli to the Arabs Tower in Egypt, than what was gleaned from the Melpomene of Herodotus,—excepting indeed the part now called the Gulf of Sidra, which is evidently deduced from the old map of Ptolemy.

"From my numerous enquiries, in various quarters, touching the present state and resources of those parts, and from the aggregate of a variety of conflicting statements, I have reason to imagine that material benefit is likely to accrue from a proper investigation thereof; for it appears that there are certainly several harbours almost unknown to us, of which the principal are those of Bomba, Toubrouk, and Tabraka; and my representation of them appeared in so favorable a light to that excellent officer, Sir Thomas Fremantle, that he directed my utmost attention to them, and to the facilities of procuring timber from certain forests reported to exist in that neighbourhood.

"But as the protection of his Highness, the Bashaw of Tripoli, does not extend beyond Derna, and indeed is only precarious at any distance from Mesurata, a thorough investigation of the shores of the Syrtes, and the whole of the Cyrenaica, becomes an object of serious difficulty, and is perhaps impracticable to a Christian, though the attainment of it certainly promises the gratification of much geographic and historic enquiry.

"I could myself soon fix all the important points on scientific data for the commencement of a coast survey; and a person properly qualified would not only forward the hydrography, but, from thence, could continue those journeys and researches that would be most conducive to add to our general knowledge; and from my long acquaintance with him, I make no hesitation in recommending Lieutenant Lyon as singularly eligible for

such a mission, from his natural ardour, his attainments, his professional habits, and above all, his very complete assumption of the Moorish character. After the naval and military objects are considered, a research could be made for the two great Roman roads that led to Cydamis, the present Gadam; a town, I am led to believe, of the utmost importance to travellers in the interior, as being the resort of numerous trading caravans.

"The site of the celebrated altars of the Philæni would form a satisfactory point; for though they appear no longer to have existed in the time of Strabo, their situation might perhaps be placed by approximation.

"Enquiries might be made respecting the Silphium, a famous shrub which must have existed in abundance, as sugar was made from it; though others report that it bore benzoin and assafœtida;—that marked on the ancient coins, bears a strong resemblance to the large apocynum which grows on most parts of this coast.

"We have no proof respecting the fossil called sal-ammoniac, said by Pliny to have been found in great quantity below the sand, in a district of Cyrenaica.

"Rare coins, and medallions of the Pentapolis, may perhaps be procured, of which the most valuable are those erroneously named Ophellas, especially when large; the usual types are the head of Ammon, with the Silphium as a reverse, and the legend KYPA or BAPK; but those of the state, and not belonging to any individual city, had the word KOINON; there is also a silver coin with the Punic characters of tolerable execution.

"Enquiries could also be directed towards the celebrated scarlet dye possessed by those countries so many ages, and of which the Cynomorium Coccineum is supposed to form the principal ingredient.

"Attention could be paid to the petrified palms and fossils, in the vicinity of Augila, and in fact to the whole detail of the Deserts of Lybia. Of these the vicinity of Cyrene was reported as fertile, well watered, and possessed of forests and pasturages. It is plain to me, that the remains of the city of Cyrene (now called Grenna) are extensive, and that its famous fountain still affords a constant supply of the purest water: views, plans, and copies of inscriptions therefore, in this important place, appear to promise a gratifying illustration of the invaluable writings of Herodotus.

"The situation of the Garden of the Hesperides, reported to have been near Berenice, would also be a desirable object; as would the complete exploration of Taukra, the ancient Teuchira, and of Tolometa that formed the Port Barca, which I believe possesses fine remains of the magnificence of the Ptolomies.

"After the examination of Cyrenaica, and the Deserts of Barca and Augila, the grand question of the junction of the Nile and the Niger could be considered; and if confidence, ability, and perseverance are applied, I see no chance of a failure. In fact, I must here state my regret that the late expedition for the interior was so hastily formed.

"With a view of further illustrating this matter, I beg leave to subjoin

the substance of some enquiries I made from the officers of the Bashaw's army, who went on an expedition to chastise the Bey of Bengazi, a rebellious son of his Highness, and with whom I was on the point of proceeding, but that my operations at Leptis required my personal attendance. I have many reasons for placing considerable confidence in their replies.

"What towns are there between Ziliten and Mesurata, and what are are their names? '*Between Ziliten and Mesurata there are no towns, but frequent remains of large buildings.*' What description of buildings? '*The original forms cannot be observed: the Moors have preserved only some wells of good water.*' Have you observed any ruins near Ziliten? '*Part of an aqueduct near Wadie Khahan, and a sort of arch, a little inland.*' What is the probable population of Mesurata? '*About* 900 *or* 1000, *though the Aga who governs can put* 1000 *cavalry, and* 2000 *infantry of the province in a state of service.*' Where are the salterns of Mesurata? '*The principal are between Zafran and Nahîm, though there are others along the Gulf.*' Is the salt mineral or marine? '*The salt is not mineral, but produced by evaporation in summer; in winter it melts again by more water flowing in.*' But that which I have seen was in long bars? '*Yes, they cut it in bars for trading, for it is very hard and solid.*' What great towns are there between Mesurata and Bengazi? '*There is no town or place worthy the name, between Mesurata and Bengazi; nor from thence to Derna.*' How are the shores of the Gulf of Sidra? '*Generally hard sandy beach, with a low country adjacent, in some parts very rocky.*' Does the Gulf marked on this chart, and called Suca, exist? '*There is no gulf of that name, the army passed close to the sea where it is marked, and the beach is continuous.*' Are there any ruins on the shores of the Syrtes? '*Near the above mentioned salterns there are frequent ruins; the most remarkable are to the S. E. of Zafran called Elbenia, and those of Medina Sultan.*' What is their appearance? '*The former consists of two pilasters with bases of gritstone, and Greek inscriptions much injured. The latter offers vestiges of a large city. There are other ruins at Jhimines and Quabia, two days journey from Bengazi.*' Does the gulf at the bottom of the Syrtes, called Tinch, exist? '*It does not; we still continued along the beach; there is however, a large Maremma or marsh, inside where our route led, but it is very hilly beyond it.*' Do you know of any quicksands in that neighbourhood? '*There is a considerable tract of fine impalpable sand, that moves with tempests.*' What is the situation of the moving sands, and are there marshes there? '*The moving sands extend from Ain Agan to Areys, occupying a greater or less width along the coast from the sea, towards the interior; but at Albasce there is a long streak stretching many leagues inland, very fine and of the colour of brick, whereas the other is white as snow; there are some very extensive salt-marshes at Ain-Agan and Bagomura, two hours S. E. of Manhool.*' What is the nature of the coast in the direction of the moving sands? '*Only the surface of the coast is covered with sand;*

below, it consists of a hard grit-stone.' Which is the site of the Garden of the Hesperides? *'They lie about two hours from Bengazi, and have no trees, only a few shrubs grow there.'* But what is there remarkable to point the place out? *'Many deep grottoes, some wells of excellent water, and vestiges of canals to carry water all over the gardens.'* Is there not a wood in the vicinity? *'No timber fit for building, nothing but a grove of stunted cypress.'* But I have heard from the Bey of Derna, Mourad Reis, and others, that a large forest existed somewhere in that part? *'I believe there is, further over towards Bomba, but we did not go so far.'* Have you heard of this forest? *'Very frequently, and that the wood is fit for large ships.'* What kind of a town is Bengazi? *'Not so flourishing as formerly; it has a tolerable castle and small port, mud houses, and about* 1000 *inhabitants.'* Are there any vestiges of the ancient Berenice? *'A few slight ones,—cameos and intaglios are frequently found, and a hill near the sea is supposed to contain riches, as gold is often picked up after heavy storms.'* Can refreshments be procured there? *'Sheep, cattle, and corn, but no fruit.'* Why have they not oranges, as they grow so well at Tripoli? *'They never had any, so do not feel the want of them.'* What kind of places are Tolometa and Taukra? *'Taukra is a walled town, with many inscriptions; but has few things of architectural beauty except some vine branches entwined in low relief on the pieces of a pediment of grit, or stone of the country. It is built on the sea shore, on a plain bounded on the south by stony mountains bearing the low cypress trees. Tolometa is at the foot of the chain of mountains that extends from Bengazi to Bomba; it offers few vestiges, except some columns of grit-stone belonging to a Corinthian portico, and the tombs of the kings in the Elysian Fields.'* What is there at Barca, and are there any inhabitants? *'Barca is now only a mountain of stones and ruins at the head of a fine valley, with a great many wells of good water, for which reason it is much frequented by the Arabs.'* Are the Arabs as trusty as those of Mesurata? *'No, they are exceedingly treacherous, and capable of committing murder for a mere gilt button.'* Would they respect the usual laws of hospitality? *'Most probably they would, even against their desire.'* Have you seen the harbour called Marza Suza? *'I have seen Suza, the sea has intersected almost all the town: there are many ruins, but of moveable things there are now only to be seen a few columns of marble, granite, and grit-stone belonging to its temples.'* Is it easy to reach Cyrene, on the side of Bengazi? *'From Bengazi to Cyrene is six summer days' journey, and the road leads through cypress woods, and fine mountain valleys: it is not difficult.'* Is Cyrene far from Derna? *'Cyrene is a long day and a half from Derna, over some stony mountains of extremely difficult ascent, through woods of cypresses, and places inhabited by wandering Arabs.'* What aspect has the land about here from the sea? *'The sea is almost every where bounded by steep mountains of rock, in the fissures of which grow cypresses and some other trees.'* What state is Cyrene in? I have heard the town is entire. *'The town is nearly destroyed, but the*

ruins and isolated tombs, or Mausolæa are extensive;—the finest part is the Camp of Mars, on account of the numerous streets of tombs cut in the rocky mountains. The various ruins make it extremely easy to determine the limits of the city.' Do you recollect any temples there? *'The ruins of a temple near the fountain are partly buried; and all there is remaining in sight are some columns and several statues, the latter so mutilated that they look like amorphus blocks of marble. Excavation in this part would probably be very productive.'* Does the fountain still afford good water, and are there any inhabitants in Cyrene? *'The fountain always gives abundance of the purest water, for which reason there are always upwards of four or five hundred Arab tents in the town.'* What is the population of Derna? *'Emigration and the plague have reduced it to about* 360 *souls.'* Are there still any troglodytes, or inhabitants of caves, and are they numerous? *'The district between Marza Suza and Cyrene is full of caverns in the very heart of the mountains, into which whole families get by means of ropes, and many are born, live, and die in these dens without ever going out of them; their Bedouin relations in the neighbourhood provide them with food, and there preserve their property from the rapine of inimical tribes; the friendly Arabs collect in these holes a sufficiency of water for all their wants.'* What is the disposition of these people? *'They are savage, untractable, and dangerous, the government of the country itself never having been able to reduce them.'* Do you consider a landing at Bomba as safe? *'Being situated on the limits of Tripoli and Cairo, it is inhabited by tribes that have been driven away by their respective governments, so that they continually molest pacific tribes, and the caravans destined for Mecca.'*

"Such, my Lord, is the sum of the most direct and credible information I have been able to collect; besides which I have made many other enquiries, and have also constructed a map of the march of the said army, by inference; but I hope I have shewn your Lordship that this interesting portion of geography (seated so near to civilized Europe) need no longer remain a blank; and also that its examination may lead to satisfactory ulterior results, as to the confluence of the Nile and the Niger, and the actual state of the level of the countries south of Bournou, compared with Abyssinia, and the west coast of Africa. And this, if I may be allowed to express my opinion, is the only practicable road to Europeans,—for I have ever considered the difficulties and diseases, incident to the swampy banks of rivers in a tropical climate (at all times replete with decomposing vegetable substances), so insurmountable, that I have never been surprised at their failure.

"I have the honor to subscribe myself, my Lord, your Lordship's most obedient, &c. &c. "W. H. SMYTH.

"*Right Hon. Lord Viscount Melville,*

&c. &c. &c."

In the ulterior arrangement of this design, Lieutenant Frederick William Beechey, who had recently returned from the Polar Seas, received the appointment of assistant-surveyor to Captain Smyth, whose friend, Lyon, was selected to command one of the discovery ships then fitting out under the orders of Captain Parry. Henry W. Beechey, Esq. a brother to the lieutenant, who had acquired considerable proficiency in Arabic by a long residence in Egypt, joined the enterprise; and to these gentlemen were added Lieutenant Henry Coffin, R. N. a volunteer; Mr. John Campbell, assistant-surgeon; and Mr. Edward Tyndall, midshipman of the Adventure; for which ship Captain Smyth received his commission in Jan. 1821. Admiral Sir Isaac Coffin also left England in the Adventure, as a passenger, but quitted her sooner than he originally intended, owing to the plague then raging on the African shore.

We are, as yet, unacquainted with the whole of the reasons which operated in preventing the fulfilment of this very promising mission: for it appears, by the orders which Captain Smyth addressed to Lieutenant Beechey, that the original intention embraced a wider sphere of action than what it was afterwards limited to; and geography and the classic arts will long have to regret such a meritorious object being frustrated. The following is an extract from that document:

"*H. M. S. Adventure, Tripoli, Sept. 18th*, 1821.

"Sir,—As it appears to me that several delays, incident to the nature of the service you are about to proceed upon, will at present retard your departure from Tripoli, and as the summer is fast expiring, I consider it most conducive to the tenor of my instructions, to proceed forthwith to sea, in order to commence the survey where I discontinued it in 1817; noting, however, that in consequence of your appointment, I shall attempt only at ascertaining the latitudes and longitudes of the several capes and headlands, with a connecting coast line as the basis of a general chart, leaving the geographical and particular detail for your research, as the season most favorable for such operations is the one that obliges me to haul off the coast.

"The main point, therefore, is to get the nautical portion completed as quickly as possible; and from weighing well the nature of the means at our disposal, I think the wishes of the Lords Commissioners of the Admiralty will best be answered by a coast journey as far as Derna, the

eastern limit of the Bashaw's dominions; and from thence the shore party to strike to the southward, and explore the regions of the Cyrenaica, and the desert of Barca, varying the direction of your interesting route according to existing circumstances, and the local value of the objects in view.

"And as several interruptions and digressions, on a general plan of procedure, are liable to arise in an undertaking of this magnitude, it is difficult to calculate upon the event; but as the limits of Egypt and Tripoli are ill defined on the sea-coast, and the frontiers of each are the resort of ferocious outlaws from both countries, I think the experience of Mr. Henry Beechey will be best exerted in passing from the desert of Barca, by Augila, and the petrified palm valley, to the Oasis of Siwah and Egypt, where, from his intimate acquaintance with the respective authorities, he will be enabled to procure the proper protection and necessary guards for returning along that part of the coast lying between Alexandria and Bomba. After which I would recommend the mountain track to Tripoli, by which the whole eastern division of the Regency will be completely investigated, and its antiquities, geography, and resources made known.

To accomplish therefore the first object, I shall proceed to sea as soon as the preliminary arrangements are adjusted, and I have received the Chiaux on board, and proceed along the coast to Mesurata, where I shall remain for your arrival, and send my boats in quest of an anchorage further in the Gulf of Syrtis; you will therefore lose no time in getting ready to meet me at that place, in order to concert a simultaneous movement from thence to Bengazi. But if, from any of the impediments attendant on these excursions, you should be unable to arrive in a given time, and facilities offer themselves to me, I shall continue the operations; leaving, however, the necessary communications with the Reis or Scheick.

"The point where your co-operations in this part will prove most essentially necessary, is the south-eastern extreme of the great gulf, where the altars of the Philæni were erected; but which, from the substance of all the information I can collect, is at present a marshy waste: here, if I cannot bring the vessel, it will be very necessary to have an observed latitude, by a mean of two or three meridian altitudes, and a longitude by inference, from our nearest chronometric positions. It may be as well to mention in this place, that the determination from which the whole will be deduced, is that of the Bashaw's castle in Tripoli, which by the mean of numerous observations, I place in latitude 32° 53′ 56″ N., longitude 13° 10′ 58″ E. of Greenwich, and the magnetic variation 16° 38′ westerly.

"In the course of your joint researches among the ruins of Arsinöe, Ptolometa, Teuchira, Cyrene, Berenice, and the Hesperides, you will probably discover various objects of taste; these you will be enabled to transport to Bengazi, and deposit in the house of Rossoni, the British vice-consul, until some further arrangements can be made respecting them.

(Signed) "W. H. Smyth."

On the same day, Captain Smyth wrote to the secretary of the Admiralty, as follows:

"Sir,—I have the honor to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I arrived at this port on the 10th instant; but as his Highness the Bashaw was confined to his chamber by a severe attack of rheumatism, I was unable to see him for several days. On the 15th, however, I accompanied Colonel Warrington to an audience, when his Highness was pleased to express himself particularly gratified at my return to the Regency, after so long an absence; and on our introducing the Messrs. Beechey to him, he in the kindest manner promised his protection and assistance to their undertaking, and repeating his former professions to me, made all the necessary arrangements I could desire.

"In the afternoon, I disembarked the four small field-pieces I had brought from England, at the cove under the castle, and saluted the Bashaw and his family, who were sitting in a balcony overlooking them; and having harnessed some stout mules, put them through various evolutions: and on the whole his Highness was so much gratified, that he sent a sabre to the gunner, and five hundred piastres as a present for the seamen and marines who had landed. I am the more minute in these particulars, in order to ground my conviction, that, from the Bashaw's predilection for the British, and his personal esteem for our Consul-General, any views of my Lords Commissioners of the Admiralty, respecting discoveries in the Regency, may be easily put in execution. But a practical knowledge of Turkish character is a great requisite in the explorers; and they should suffer themselves to be imposed upon, even with their eyes open, in immaterial points, in order to gain the grand objects: for the Moors, in particular, being subtle and avaricious, and at the same time ignorant, are extremely addicted to petty chicanery.

"I have the honor to enclose a copy of the instructions I have given Lieutenant Beechey; and I hope, by the time of our arrival at Bengazi and Derna, the plague now raging there will have ceased; if not, I must make such alterations in the arrangements as may appear best calculated for forwarding the objects of the mission. I have the honor to be, &c.

(Signed) "W. H. SMYTH."

"*To J. W. Croker, Esq.*"

The subsequent proceedings of the Adventure were reported to the Admiralty in two letters, of which the following are copies:—

"*Malta, Dec. 21st,* 1821.

"Sir,—After my letter of the 18th of September, from Tripoli, I made every exertion for prosecuting the service entrusted to my charge; and having revisited Rasal Hamra, Leptis Magna, Port Magra, Ziliten, and

Mesurata, was enabled to compare and correct our former observations. Off the latter place we encountered a heavy scirocco, with very fresh breezes and a high sea, by which we were prevented from entering into the Gulf of Sidra, from the 8th to the 17th of October, when the weather clearing up, we ran in by the Date-tree station, and anchored on an immense sand bank at Isa, in a dreary and exposed berth; but, I believe, in excellent ground, and where, from its extent, the sea does not roll home. Our situation was in lat. 31° 37′ 46″ N., and long. 15° 29′ 45″ E., in six fathoms water, about two miles from the shore.

"From Isa we explored the coast for about fifty miles to the S. E., but could find no place to shift the ship to, the bank deepening to a loose gravelly ground, at a few miles from the anchorage, and nothing to be seen but a continued monotonous, melancholy coast, entirely destitute of feature, and so low as to justify the old character of these shores, being 'neither land nor sea,' but in every direction exhibiting vast salt plains of what is usually termed 'drowned land,' while the occasional ravages of the surf are fully apparent; and the whole is so strewed with wrecks, that we not only procured as many good spars as we could stow, but wooded ourselves, and might with equal ease have wooded the whole squadron.

"I had heard of a central shoal, to the south of which, it was reported, a ship might anchor, and I resolved to endeavour to gain it; but on coming to the point, the pilots flatly refused to take any charge of the ship farther into the gulf at such an advanced season. I was therefore obliged to stand out towards the eastern shores, with a view of finding an anchorage somewhere to the southward of Bengazi, from whence we might continue boat surveys; but was again disappointed, as Bengazi itself had scarcely two fathoms water in its port. I was consequently obliged to remain off and on the several capes, landing at such intervals as the boisterous weather and rough sea permitted; and we thus explored, and have been able to complete a nautical chart, from Tripoli to Bomba, with the exception of a low line of beach, forming the bottom of the Syrtis, between Carcora and the Ahab beach; and this, as the pilots were alarmed, and I could not place much reliance on the qualities of the ship, while above all we felt the want of a tender, I was obliged to relinquish. I, however, left a note at Bengazi, for Mr. Beechey, detailing my movements and progress, and desiring him to fill up that coast line; and I trust, when the vernal equinox has passed, to examine the large shoal, and complete the undertaking. As whatever exists ought to be known, this will be a necessary operation; but from what I have seen, and from what I can collect, I cannot promise their Lordships that any naval object of importance is likely to reward the examination.

"The port, or rather bay of Bomba, proved to be the first place where a ship can possibly anchor, in winter months, to the eastward of Isa; and the two are the only safe anchorages for a squadron between Tunis and Egypt. Of these, therefore, we have made trigonometrical surveys; but

the intervals between them are mere coast examinations, by a patent log adjusted to our astronomical measurements. We were prevented from a more detailed operation, from being obliged to keep the sea, from the plague existing in the neighbourhood, and from the dread often entertained by the Arabs that we were Greeks.

"The eldest son of the Bashaw of Tripoli, who was in rebellion when I left the Regency, has, by a clemency very rare amongst Turks, been pardoned, and appointed Bey of Derna. This prince, at my request, prohibited the natives of his district from entering into any communication with us; and he also despatched a Chiaux with a letter from me to Mr. Beechey; but I learned, that up to the 6th of December, that gentleman had not arrived at Bengazi.

"Having proceeded beyond the boundary of the regency, we found that a quarrel had taken place between two of the Arab tribes, in which five men who claimed the protection of the Bey of Derna were killed. I had received a notice of so many instances of treachery near these ill-defined boundaries, that I was extremely on my guard against surprise; but, notwithstanding precautions, our Turkish pilot was carried off, as I suspect, by the inimical Arabs, as an hostage, they being aware that he was also acting as a Chiaux of the Bashaw. Finding I could not proceed further to the eastward without a proper authority from Egypt, I proceeded to Tripoli, where, having landed the Chiaux and the gulf pilot, and having arranged with the consul for measures respecting the poor fellow we had lost, I returned to this port.

"As Mr. Beechey will probably be in Alexandria early in March, I propose submitting to Vice-Admiral Sir Graham Moore, that after completing the repairs, provisions, and water, it will be an object for me to meet the party there, in order that I may give them the coast chart to lay their surveys upon, and also that I may procure the necessary facilities to explore the unknown coast between Bomba and the Arabs' tower.

"From vestiges in some places where we landed, I have every reason to believe the expedition of Mr. Beechey will prove highly interesting; and from a great number of large trees lying at the meeting of several fiumaras near Cape Razat, I think it highly probable that a forest will be found: but the nautical detail is most unimportant. I have the honor to be, &c. (Signed) "W. H. SMYTH."

"*To J. W. Croker, Esq.*"

"*H. M. S. Adventure, Derna, May 28th,* 1822.

"Sir,—I have the honor to inform their lordships, that having completed the survey of the harbours of Alexandria, I obtained a firman from the Bashaw of Egypt for the safe conduct of the Messrs. Beechey from the Cyrenaica to the eastward, and immediately made sail and stood along the coast, in prosecution of the service entrusted to me. I have the satisfaction to add, that the whole line of coast between Tripoli and Alexandria

is now completed, with particular plans of the bays and harbours, and the positions correctly ascertained as to latitude and longitude of the different capes and headlands, agreeably to the first paragraph of their Lordships' instructions. And this, I am happy to say, has been effected in spite of an almost constant opposition on the part of the natives of the region between the Arabs' tower and Bomba, a wild race of nomadic tribes, from whose hostility we have luckily received no accident, although I was nearly cut off at Toubrouk, in company with Lieutenant Michael Atwell Slater, by a party of four or five hundred Bedouins, and only owed my escape to the excellence of the gig that rowed through their fire, until the barge, well manned and armed, under Mr. Thomas Elson, (acting master) drove them back amongst the ruins.

"These shores offer but little after leaving Alexandria, until arriving at Saloume, a large bay, where a fleet might be secured from westerly gales; and from thence to Bomba nothing intervenes except Toubrouk, a really superb port, and by far the best on the whole coast of Barbary. It is two miles deep and one wide, with an outer road of five or six miles to the eastward, where is a reef of rocks two miles and a half long, carrying from 3 feet to 3 fathoms water, effectually breaking off the sea from that quarter. Inside the reefs are regular soundings of from 14 to 8 fathoms, and within the harbour there is not a shoal-bank, or danger of any kind, but a vessel may anchor at will, in from 12 to 5 fathoms. This harbour is particularly adapted for a squadron, as there are a number of fine sandy coves on each side, where boats, &c. may be hauled up to repair. Water I could not find, for it was unsafe to venture from the harbour hills—the whole country being in arms; but from the fissures in the mountains, branching out into wide fuimare, I am confident the winter streams are abundant. At the N. W. end of the port is a Roman fortification, in tolerable preservation; it is nearly 200 paces on each side, with four gates; the walls are of large square stones, strengthened with towers that are ascended by ramps. There are large cisterns and magazines, and the whole is in such a state as to offer no inconsiderable advance towards a new establishment. I found by accident, for I had not leisure for research, many fragments of lamps, lachrymatoria, and amphira, and also two coins of the Emperor Probus, which, with the appearance of the architecture, stamps the probable date of the settlement.

"Cattle and sheep may be procured in any quantity at Bomba and Derna; and at the latter place, if visited as a summer anchorage, water of the very finest quality is to be had from running streams (a phenomenon in these regions) with an abundant supply of grapes, bananas, almonds, oranges, apricots, and other fruit. Corn is in great plenty, and remarkably cheap.

"The hills from Derna towards Genna, or Cyrene, are wooded in various parts; but the cutting of timber would be attended with consider-

able difficulty for many localities, though perhaps at Apollonia, now Marza Suza, it might be managed. The wood appears useful for various purposes, and might even afford crooked timber for knees, but not for stem and stern-posts, nor keel pieces; while for plank, I saw nothing that would side more than 8 or 9 inches.

"On my arrival at Bomba, I found the accompanying letter had been left for me; and, as soon as the weather permitted, I repaired from thence to Derna, where I was soon joined by Messrs. Beechey. Now as my duty on these coasts was completed, with the exception of a boat cruise round the Syrtis, which was preparing, I would have immediately embarked the whole party; but I considered it was now actually in the Cyrenaica, between the two trading ports of Derna and Bengazi, which offered the means of a passage to Malta, without the tedious and expensive journey to Tripoli, it would be more in consonance with the public service for them to remain and examine, at least this interesting region, which could be well accomplished during the present summer. Of the necessity of this their lordships will be further convinced when I inform them, that Cyrene is situated in a most luxuriant country, totally different in feature, climate, and resources, to any thing between Karamania and Tunis; alternately presenting hill, vale, wood, and pasture, and irrigated by copious running streams. In the city itself, the Messrs. Beechey have already found two or three statues; and as there are two theatres, an amphitheatre, and a stadium, that have never been examined, I considered, that even if the expedition went no further in its mission, these at least ought to be examined. To lessen in some measure the expence, I embarked Mr. Tyndall, but left the Messrs. Beechey, Lieutenant Coffin, and Assistant-Surgeon Campbell, to complete the research.

"The only difficulty that arose from the uncertainty of the intention of Lord Bathurst, respecting Mr. Henry Beechey, was, as to what extent he is to excavate, and how he is to embark the produce of his labour. I recommended, at any rate, the examination of the theatres and stadium, as such edifices were never without valuable ornaments; and if he could muster enough for the cargo of a bombard or small vessel, to hire one at Bengazi, as the expence would be trifling to Malta; but that if the specimens appeared to be at all comparable to the chefs-d'œuvre of Grecian art, to remain until instructions respecting them arrived; because, if they were left only a few days, the Arabs would mutilate them. I should myself have delighted to have gone and assisted this part of the operation; but as it is likely to take place in August, the month of all others necessary for the examination of the shoals of the Skerki, I considered the fourth paragraph of their Lordships' instructions so imperative, and of such importance, as totally to preclude it. I have the honor to be, &c.

(Signed) "W. H. SMYTH."

"*To J. W. Croker, Esq.*"*

* The proceedings of the land branch of this expedition, were published by Murray, London, in the year 1823.

Except a few occasional shot from roving Arabs at the boats, Captain Smyth generally carried on his survey in great harmony with the Moorish chiefs; but during the progress of the Greek insurrection, some of the most bigotted of the Mahometans assumed so insolent a tone and gesture, that the arrival of the Adventure was always extremely welcome to the Frank settlers. By understanding and managing their various prejudices, but few disputes occurred, until one evening at Tunis, shortly after intelligence had been received of the burning of the Turkish admiral's ship, a party watering under Cape Carthage was attacked, and the boatswain nearly strangled. Aware that decisive measures only could check Moorish excesses, Captain Smyth made instant arrangements for placing the Goletta in a state of embargo; but before proceeding to extremities, he applied in form, through the consul, for immediate redress: and as the summary procedure of a despot differs so essentially from our legal investigations, the demand and result are here inserted:—

"*H. B. M. Ship Adventure, Tunis Bay, Sept. 13th,* 1822.

"Sir,—When I sent to you yesterday evening, respecting the violence committed on my boat's crew at the watering place, I was not aware that the dastards were other than common people; but to my surprise I learn, that some of them are actually *seedies* in the suite of his Highness the Bey. This, of course, so aggravates the offence, that I must have a most unequivocal and decided answer, as to whether they had any instructions to commit so flagrant an outrage.

"You will therefore acquaint his Highness, that I was in hopes to represent his various attentions in such a light as to procure a favorable acknowledgment from our Government; and that I cannot but lament the occurrence which threatens a breach. But, inform him, when unarmed Englishmen are brutally attacked, it becomes both my duty and inclination, that such insult is not committed with impunity. And you will further acquaint his Highness, that had I seen the affair from the ship, I would instantly have landed to rescue my men, and the blood consequently spilled would, of course, be on the heads of the aggressors.

"I can, even now, take ample satisfaction for the insult, but that I cannot think the conduct of individuals, however base, should interrupt the existing harmony, without first awaiting an explanation; and also, that I trust his Highness will render such satisfaction to the British flag as may

meet the approbation of Vice-Admiral Sir Graham Moore, my commander-in-chief. I have the honor to be, &c.

(Signed) "W. H. SMYTH, Commander."

"*To Alexander Tulin, Esq.*
H. B. M. Consul."

(ANSWER).

(*Received at* 10 *o'clock next morning*).

"*Marsa, 14th September,* 1822.

"Sir,—I have the honor to communicate to you the result of my audience of his Highness the Bey, this morning, here at Marsa.

"Not having failed to explain to him, in every respect, the contents of your letter of yesterday, his Highness, in the first instance, has desired me to tell you, in the most decided terms, that far from having given instructions to any one to molest, in the slightest way, the English seamen, he feels, on the contrary, extremely sorry at what has happened, and requests you will accept his apology for the atrocious act committed on your men.

"As a proof of his disapprobation of the occurrence, and to shew his desire of giving you every satisfaction in his power, his Highness ordered three hundred bastinadoes to be given to each the aggressors, publicly, in the presence of himself, myself, and the whole of his court; which sentence, I have the honor to add, I have seen duly executed. The aggressors were then put into irons, and are to remain so long as you may desire. I have the honor to be, &c.

(Signed) "ALEX. TULIN, H. B. M. Consul."

"*To Captain Smyth, H. M. S. Adventure.*"

At Alexandria, Captain Smyth became acquainted with that extraordinary character, Mehemed Ali, Viceroy of Egypt, a ruler whose genius and spirit of enterprise have commanded so much attention. He found him extremely interested and inquisitive on all points of naval discipline and economy, as well as in matters of science and general knowledge; and in the various interviews that ensued, his Highness was pleased to adopt several measures of importance, from the suggestions of Captain Smyth. He had been particularly struck with the disorganised state of the Turkish marine, when he saw the Adventure come into port after a heavy gale (Mar. 1822), in so different a style from their fleet, which on that occasion had lost two frigates, three corvettes, and a brig, with nearly 800 men, while almost every other ship and vessel suffered in spars, &c. When Captain Smyth succeeded in placing his large theodolite on the top of *Pompey's Pillar*, the astonished

Viceroy exclaimed to the Turkish officers around him,—"*Look! do you wonder that these Christians excel us.*"

Mehemed Ali had previously offered "*Cleopatra's Needle*" to Captain Smyth, as a present to King George IV., and he now volunteered to assist him in the embarkation of the fallen obelisk, adding, that he would instantly construct a pier from where it was lying, into the centre of the port. The attempt was only postponed for official authority, and afterwards circumstances prevented the Adventure's return to Alexandria, or it would certainly have been undertaken,—for Captain Smyth had viewed it as an erroneous postulate to doubt of success, especially on comparing our naval means with those which the ancients possessed when they transported still larger masses to Rome. On his return to England, in 1824, he waited on Mr. Herries, at the Treasury, and made such representations that another naval officer, Captain Arbuthnot, was appointed to proceed to Egypt; but we are not aware why so noble a memorial of antiquity is not now decorating the British metropolis.

Captain Smyth was the senior naval officer at Gibraltar, in 1824, when a body of constitutionalists, under the command of Don Francisco Valdes, surprised Tariffa; and as they were known to have sallied from the rock, General Latour, commander of the French troops at Cadiz, and the Spanish General Don Jose O'Donell, were bitterly enraged. Amongst the consequences that ensued, Captain Smyth was involved in a disagreeable correspondence; scarcely a boat could move without giving offence to one or other of the parties; and a French man of war was stationed off Cabritta point, to report every motion in the bay. On the 11th of August, the Earl of Chatham sent a report on board the Adventure, stating that the constitutionalists had insulted the British flag, by firing at a merchant vessel, and carrying her under their fortress; whereupon the Pandora sloop was sent over by Captain Smyth to demand an explanation. This was construed by the French and Spanish authorities into an act of supplying the "rebels" with arms and provisions; and every means were resorted to for making an unfavorable impression. At

length, after two ineffectual attempts, the French stormed Tariffa on the 19th, when Valdes and many of his adherents escaped to Tangier; but about 150 were made prisoners and taken to Algeziras, where O'Donell ordered 36 of them to be shot on the 23d and 24th of the same month. This merciless order was executed in sight of the Adventure; the rest of the unhappy captives were confined in dungeons to await a formal trial. One of the victims was a Gibraltar Jew, who, by an obsolete inquisition law, which on this occasion O'Donell revived, was sentenced to be burnt alive for appearing in Spain, unless he embraced Christianity: this the unfortunate wretch professed to do; but, after having gone through the forms of solemn abjuration, he was shot on the following morning. Nor was this all, for as if to brand the whole affair with infamy, a poor young woman, whose only crime was attachment to her husband, was put to death along with the others.

We next find Captain Smyth, conjointly with Captain H. E. P. Sturt, of the Phäeton frigate, receiving the thanks of the United States' consul at Gibraltar, and of eleven masters of American merchantmen, for their prompt, though unavailing efforts, to save a ship in flames from destruction, on the 19th of Sept. 1824. About the same time, the Phäeton was struck by lightning, and set on fire, while lying in the new mole, alongside the Adventure.

Having completed his operations, which together with those of Captain Francis Beaufort, in the Archipelago and Asia Minor, and of Captain Guattier du Parc, in the Archipelago, Levant, and Black Sea, fix and determine every part of the Mediterranean and Euxine, from the Gut of Gibraltar to the Sea of Azof, Captain Smyth returned home, and the Adventure was paid off in November, 1824. On making an official report of what he had accomplished, he stated—"It is with pleasure I am able to add, that though, from the very nature of my mission, I have been obliged to hang on lee-shores and coasts, little known to, and therefore avoided by other navigators, this service has been effected, not only without the ship having touched the ground, but without the loss of a spar, a sail, a cable, or an anchor."

The charts and plans of Captain Smyth's gigantic undertaking are now constantly used by the British, French, American, and Russian squadrons in the Mediterranean; and we perceive how highly they are appreciated by discerning officers, whose letters are before us: but by none have they been more warmly or liberally hailed than by the scientific Captain Beaufort,—himself an acknowledged first-rate hydrographer,—"The more I see of your Mediterranean surveys," he observes, "the more I admire the great extent of your labours—the perseverance of your researches—the acuteness of your details—and the taste with which you have executed the charts. Take them altogether, no survey has ever before issued from the Admiralty that can be compared to yours. It is quite astonishing the work that you did,—and did in such a masterly manner, in the time you were abroad."

As this service, though originating in the efforts, and at the expence, of an individual, cannot but be deemed honorable to the naval profession at large, we take pleasure in shewing how it has been mentioned in the widely circulated journal of the celebrated Baron de Zach.

Vol. I. p. 69.—"M. le Capitaine Guillaume Henry Smyth, de la Marine Royale de S. M. Britannique, chargé par son gouvernement d'une mission astronomique, geographique, et hydrographique dans la mer Mediterranée, pour y déterminer des positions, lever les plans des côtes, rades, ports, &c. arriva avec sa corvette au mois de Février dans la port de Gênes; il veut me trouver, et j'eus l'honneur et l'avantage de faire la connoissance personelle de ce respectable officier, infiniment instruit, non seulement dans les pratiques de son état, mais dans plusieurs autres branches de sciences et de littérature, qu'on ne cherche pas, et qu'on trouve plus rarement encore, chez un bon marin. Assurément on ne pouvait confier une expédition aussi importante à un navigateur plus habile, plus expert, et plus zélé que le Capitaine Smyth. Il est muni à son bord d'une quantité de bons instrumens, sextans et cercles de réflexion, horizonts artificiels, théodolites, lunettes de toute espèce, garnies de micromètres, montre-marines, &c."

And again in Vol. IV. p. 143, the Baron says:

"Le 12 du mois d'Août, M. le Capitaine Smyth, est venu rélâcher avec son observatoire flottant dans le port de Gênes. J'ai eu la seconde fois le plaisir et l'avantage de revoir, et de m'entretenir avec ce marin distingué sous tant de rapports. Cet habile officier a eu la bonté de me communiquer,

et de me faire voir avec sa franchise ordinaire, tous es travaux qu'il a fait depuis que nous nous sommes vus la dernière fois. Il m'a montré tous ses journaux, observations, plans, cartes, soit gravées soit dessinées, il n'avait rien de caché ni pour moi, ni pour personne. Il ne craint pas les communications; sûr de son fait, ses travaux peuvent supporter l'œil du scrutateur. Il ne fait aucun mystère de ses observations, car les Anglais ne pensent pas que des longitudes, des latitudes, des azimuts, des bases, et des triangles peuvent être des secrets d'état. Les mystères, les cachotteries, les retenues en ces choses, ne décèlent souvent qu'une mauvaise conscience, et un manque de confiance dans ses moyens, et ne font naître que des soupçons souvent bien fondés."

In 1815, Captain Smyth received the royal permission to accept and wear the insignia of a K. F. M.; obtained two honorable augmentations to his family arms; and was admitted by the hero of Acre into the "Anti-Piratical Society of Knights Liberators of the Slaves (white and black) in Africa," instituted by the Allied Sovereigns, at Vienna, in the preceding year; those absent, being represented by their elder sons, or competent personages. The Emperor of Austria subsequently presented him with a gold snuff-box, superbly decorated with brilliants; and he had also the satisfaction of finding that the Kings of Naples and Sardinia, as well as the late Pope, Pius VII, were personally interested in the success of his operations, of which he received proofs, in various acts of condescension and kindness. Among other gratifying marks of remembrance from those who had watched his pursuits, we perceive one in his letter book, written by the Crown Prince of Denmark, which we take the liberty of transcribing.

"*Au Chateau de Sorgenfrey, ce* 11 *Oct.* 1825.

"Monsieur,—Vous avez bien jugé de l'interêt que je prends à vos travaux hydrographiques en croyant qu'il me feroit plaisir d'en avoir une copie. Celle qui vous avez bien voulu m'adresser en date du 5 Juillet, réunit au merite scientifique, celui de me rappeler l'aimable complaisance de son auteur; aussi l'ai je reçue avec une satisfaction toute particulière, et je vous prie, Monsieur, d'en agréer l'expression.

"Ce n'est pas que je croye m'acquitter de l'obligation qu'un envoi si important m'impose;—c'est uniquement dans l'intérêt de la science et en supposant qu'il vous fera plaisir d'en connôitre les progrès chez nous, que je fais joindre à la présente les dernieres cartes hydrographiques qui ont paru à Copenhague, savoir: les côtes de l'Island en le feuilles et un

partie de celles de la Groenlande en le feuille avec des memoires illustratifs. Veuillez accepter ces echantillons des nombreux travaux de notre célèbre vétéran M. de Loevenoern! Vous saurez en apprécier le merite.

"Je vous prie de faire les complimens de Me. mon eponse et les miens à Mrs. Smyth, et d'agréer l'assurance sincere de la haute considération avec laquelle je suis, Monsieur, votre bien affectionné,

(Signed) "CHRISTIAN FRÉDÉRIC."

"*À Monsieur,*
M. W. H. Smyth, Capitaine de la M R."

In 1821, Captain Smyth was admitted into the Antiquarian and Astronomical Societies of London; his promotion to post rank took place on the 7th Feb. 1824; he was *unanimously* elected a F. R. S. in June, 1826, on a suspension paper spontaneously signed by the noblest names which enrich the scientific records of the nation; and on the last day of the same year, he was voted a member of the society, then recently established at Florence, for scrutinizing the statistics and natural history of Tuscany. In 1829, he was named an associate of the Academy of Sciences at Palermo; and in July, 1830, chosen one of the Council of the Geographical Society of London,—an institution which he was very instrumental in establishing. He is, moreover, at present one of a Committee for improving and extending the Nautical Almanac.

Besides the work, in quarto, on Sicily and its Islands, already spoken of, Captain Smyth has produced an octavo volume on Sardinia, and another entitled "the Life and Services of Captain Philip Beaver, late of H. M. S. Nisus." We are told, that he has also written several light poems and miscellaneous papers; and we know, that he was an occasional contributor to Baron de Zach's "Astronomical Correspondence." He is now arduously employed in investigating the laws of the fixed stars, in an Observatory which he has built in his garden, at Bedford, and equipped with very powerful and expensive instruments. During the time these were being constructed, the Council of the Astronomical Society most handsomely voted him the loan of those which had recently belonged to Colonel Beaufoy, of Bushey Heath,

whose talents and assiduity are so well known. This measure was thus announced to the general meeting of the Society, on the 8th Feb. 1828:

"Among the great and lamented losses which the Society has sustained in the course of the last year, is that of the late Colonel Mark Beaufoy; the latter days of whose existence we recollect with a melancholy pleasure to have been cheered and gratified by the highest mark of this Society's approbation, in the award of their medal for his Astronomical Observations. His son, Lieutenant George Beaufoy, R. N., has, with the utmost liberality, placed his deceased father's astronomical instruments into the possession of this Society. * * * * The surest criterion of the utility of a donation is its immediate and effective practicable application. That of Lieutenant Beaufoy was scarcely announced to the Council, when an application was made to them by one of our members, Captain Smyth, R. N. (justly distinguished for his knowledge of the resources of practical astronomy), for their loan, which was immediately accorded; and the Council have the high satisfaction of being able to announce to you, that the instruments in question are at this moment (with the exception of one of the clocks) mounted in the best manner, in a regular observatory established by Captain Smyth, at his residence at Bedford, for their express reception, and already in actual use in celestial observation. The Council, though not unaware of the general nature of Captain Smyth's astronomical views, purposely forbear from publicly stating at present the course of observations in which he purposes to engage; being desirous to leave his meritorious exertions as far unfettered as possible by any public pledge—and trusting rather to his high character and well-known zeal, talent, and activity, than to any express stipulation, that the means thus placed in his hands will be exerted for the advancement of astronomical science."

Captain Smyth's services to the profession were not terminated by his retirement to Bedford; a paper on the advantages of a museum, known to have been written by him, appeared in the "United Service Journal" for Sept. 1829, and excited great attention, both in the army and navy. This he afterwards followed up by a letter to the editor of that periodical, which we cannot but copy here:

"*Crescent, Bedford, Oct. 12th,* 1829.

"Sir,—I am requested by my friend, Commander Henry Downes, whose intrepidity has already introduced him upon your pages, to make an offer of his services towards the founding of a *United Service Museum.* His words are,—

"'It is with much pleasure that I have read, since my return from Africa, the spirited leading article of the 8th Number of the new Journal,

for I was immediately struck with the manifest advantages likely to result from the proposed establishment. I earnestly hope that the praiseworthy endeavour to form so noble and beneficial an institution, will every where meet with the warm support which it deserves. Nor have I a doubt that many a valuable rarity, now lying idle in the rooms of naval and military officers, will be readily forwarded for so useful a purpose.

"'Concluding, from your furnishing that journal with a Meteorological Register, that you must be acquainted with the Editor, I will thank you to inform him that, as a proof of my personal estimation of the scheme, I beg to offer a collection which occupied me five or six years in gathering together,—time which might have otherwise been misspent. It is, therefore, at his disposal whensoever a suitable building shall be opened; and it consists of about forty cases of stuffed birds and animals, with a cabinet of insects. Any personal attentions, which a practical knowledge in Natural History may render desirable, are also tendered; and should the undertaking proceed, I can venture to assure you of the contributions of some of my friends, who will rejoice in the prospect of so rational a resource against *ennui* being provided for the numerous class we now form in society.'

"The being made a medium of so gratifying and liberal a communication, obliges me no longer to defer an offer, on my own part, for the same end. I see there are difficulties to surmount, but what are difficulties to those who scarcely acknowledge such a word? Forward! It is high time that a rallying point should be established for depositing the models, minerals, weapons, and specimens of Natural History, with other interesting and delightful objects, which we are daily receiving from all quarters of the globe; and also for the dissemination of knowledge, to the advantage of both the individual and the nation. It was chiefly by the princely munificence of Alexander the Great, and his activity in collecting the rarities of earth, air, and water, that Aristotle was enabled to analyse, define, and demonstrate Nature's mysteries, with such unexampled precision, as to place him at the head of natural philosophers.

"It will not be disputed, that men liable to become the arbiters of their country's honour, governors of colonies, and members of the highest classes of society, ought to possess a large share of general information; and this, it is easily seen, would be widely engrafted, if your proposal should meet with a full and zealous action. The effects and ultimate influence would be beneficial to all branches; and could not but prove an inexhaustible fund of gratification to the intellectual class, besides improving the understanding, strengthening the judgment, and arousing the energies of research, in the many.

"I have, therefore, determined to promote the *United Service Museum*, to the extent of my ability, by presenting it, under similar stipulations to those mentioned by Downes, with the series of objects in geology, mineralogy, conchology, and antiquities, which a course of years has placed in my possession; and I only hope that the contributions, from other

quarters, may be such as to throw ours into insignificance. Believe me to remain, my dear Sir, yours truly, (Signed) "W. H. SMYTH."

By such means, a proper spirit being aroused, a meeting was at length convened, and the exertions of Captain Smyth were acknowledged by a vote of thanks, an appointment as trustee, and a request to be one of the committee for carrying the resolutions into effect. The following letter from Lieutenant-General Sir Herbert Taylor, must have been extremely flattering by its contents; and is the more valuable as it throws a clear light over the institution which is now forming.

"*Horse Guards, December 19th*, 1829.

"My dear Sir,—I cannot delay thanking you for your obliging letter of the 17th instant, and assuring you how much I have been gratified and flattered by its contents. When the establishment of a United Service Museum was first suggested, I concurred heartily in the expediency and utility of the measure; and this view was confirmed by the knowledge of your sentiments, and those of Captains Beaufort and Downes, as my expectation of its success, and of its important results, was also raised by the handsome and liberal manner in which you stepped forward and volunteered, not only your able assistance and co-operation, but also the contribution of the interesting collections you had formed during a professional and scientific career of acknowledged ability and merit. Under these circumstances, I could not hesitate in submitting the project to the King; and I may now repeat what I endeavoured to express to the committee, that I have upon no occasion experienced greater satisfaction in receiving and in conveying the assurance of His Majesty's approbation, which was signified in terms that shewed how well His Majesty appreciated the advantages of an institution such as that which you, and your brother officers, have so essentially promoted. They appear to me, indeed, incalculable with respect to the improvement of education in our professions, and to the acquirement and diffusion of information in every branch of science and literature, if the real objects of the institution be duly followed up; and such as cannot fail to raise the character of the professions, and to maintain the important advantage of uniting with the duties of the officer the attributes of the gentleman, which ought to be considered inseparable. Much has been done, of late, to promote and encourage the union of sentiment and the harmony of feeling between the officers of the two services, to which you justly attach so much importance. I have ever considered these objects as most desirable—as most essential to the comfort and credit of both, and to the interests of the country; and no person ever felt this more than the late Duke of York, as has been frequently admitted by officers of the navy who experienced H. R. H.'s attention. The same feeling has on every

occasion been manifested by our gracious Sovereign, and I am certain that it materially influenced his approbation of our *joint* undertaking, which must therefore be zealously persisted in. I remain, ever with sincere regard, my dear Sir, your very obedient and faithful servant,

(Signed) "H. TAYLOR."

"*To Captain Smyth, R. N.*
&c. &c. &c."

The subject of this memoir married, at Messina, Oct. 7th, 1815, Annarella, only daughter of T. Warington, of Naples, Esq. and by that lady has had nine children, seven of whom are living. Mrs. Smyth's half-brother was Captain Charles Peirson, who, when a lieutenant of the 69th regiment, so gallantly seconded the immortal Nelson, in boarding a Spanish first-rate, off Cape St. Vincent, Feb. 14th, 1797. He married the sister of his friend, the late Captain Sir William Bolton, R. N., a connection of the great hero; but shortly afterwards fell a victim to the climate of Honduras, whither he had been ordered on promotion.

Agent.—J. Dufaur, Esq.

JAMES RYDER BURTON, Esq.

Son of the late Bishop of Killala, and related to the Marquis of Conyngham.

This officer passed his examination in Sept. 1812; obtained the rank of lieutenant, Feb. 15th, 1813; subsequently served in the Garland 22, Captain Richard Plummer Davies; and was second of the Albion 74, Captain John Coode, at the battle of Algiers, Aug. 27th, 1816. His promotion to the rank of commander took place Nov. 27th, 1819.

On the 23d May, 1823, Captain Burton was appointed to the Camelion of 10 guns, in which brig he took possession of an Algerine corvette, already disabled by the fire of the Naiad frigate, Jan. 31st, 1824 *. His post-commission bears date Feb. 23rd, 1824.

* See Suppl. Part III. p. 261.

Captain Burton married, in 1823, the widow of Philip Roche, of Limerick, Esq. and youngest daughter of Randall, late Baron Dunsany.

Agents.—Messrs. Stilwell.

RICHARD SAUMAREZ, Esq.

Knight of the Imperial Order of Leopold of Austria.

Nephew to Admiral Sir James Saumarez, Bart., G. C. B., Vice-Admiral of Great Britain, &c. &c.

This officer entered the navy in 1806; and was a midshipman on board the Spartan frigate, Captain (now Rear-Admiral Sir Jahleel) Brenton, at the destruction of the castles of Pesaro and Cesenatico; at the reduction of Lusin, an island on the coast of Croatia; at the capture of Zante, Cephalonia, and Cerigo; and at the discomfiture of a French squadron in the bay of Naples, on which latter occasion the Sparviere brig, of 8 guns and 98 men, was captured *.

On his return home from the Mediterranean, Mr. Saumarez joined the Daphne 20, in which ship he served on the Baltic station, under the orders of his highly distinguished uncle, for nearly two years. On quitting the Daphne, he received the following handsome testimonial:—

"This is to certify, that Mr. Richard Saumarez served as master's-mate on board H. M. S. Daphne, under my command, from the 15th day of October, 1810, to the 26th September, 1812, during which time he had constantly charge of a watch, and conducted himself with so much care and ability, displaying such knowledge in his profession, both as a sailor and a navigator, that I beg leave to recommend him as a young officer of great promise, and highly deserving of promotion. Given under my hand, in Hano Bay, this 26th day of September, 1812.

(Signed) "P. Pipon, Captain."

During the above period, Mr. Saumarez was present at an attack made by the enemy upon Dantzic; and he afterwards conveyed to the commander-in-chief the official despatches relative to the battle of Borodino. He obtained the rank of

* See Vol. II. Part I. pp. 267—269.

lieutenant Dec. 5th, 1812; and was appointed to the Bacchante frigate, on the Mediterranean station, Feb. 2d, 1813. His subsequent services in the Adriatic are detailed in another official document, of which the following is a copy:—

"*H. M. S. Milford, Trieste, Feb. 14th,* 1814.

"This is to certify, that Mr. Richard Saumarez, second lieutenant of H. M. S. Bacchante, commanded by Captain William Hoste, conducted a considerable body of Croatian troops* from the Bocca di Cattaro to Fiume, where he arrived at a period when such a force was most urgently required, not only for the protection of the town, but also to co-operate with the army of General Nugent at the siege of Trieste.

"Lieutenant Saumarez having offered his services at the said siege, was present at the surrender, and sent by me to the Prince Maximilian, with the terms of the capitulation. He then had orders to proceed with despatches for Captain Hoste. Finding, from the contrary winds and strong currents, the transport-vessel in which he was embarked could not proceed to the place of rendezvous, he quitted it for an open boat, and by pulling along the coast, from Lissa to the anchorage off Melida, he arrived in Nov. 1813, not without considerable risk, he having been forced by the violent gales then prevailing to take refuge for three days upon a barren and uninhabited island, between Lissa and Curzola. Through these means the despatches were delivered which led to the immediate attack, and ultimate surrender, of the fortress of Cattaro.

"During the latter siege, Lieutenant Saumarez was the senior officer of the Bacchante employed on shore in the direction of the batteries, and, under the instructions of Captain Hoste, carried on the capitulation with General Gauthier, which led to its surrender to the allied forces.

(Signed) "THOMAS F. FREMANTLE, Rear-Admiral."

Lieutenant Saumarez also assisted at the reduction of Ragusa, in Jan. 1814†; and subsequently proceeded in the Bacchante, under the command of Captain Francis Stanfell, to Bermuda and North America. The services in which he participated whilst on the latter station, have been mentioned at p. 72 *et seq.* of Suppl. Part II. He returned home first lieutenant of that frigate, and was paid off at Portsmouth, in July, 1815. The following is an extract of the minutes of the Royal Humane Society, dated Aug. 15th in the same year:

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* Part of the late garrison of Fort Espagnol, see Vol. II. Part I. p. 478.

† See *id.* p. 480.

"The committee having taken into consideration the very meritorious and highly laudable conduct of Lieutenant Richard Saumarez, of H. M. S. Bacchante, in voluntarily risking his own life under circumstances of the greatest peril, to save that of Robert Taylor, a seaman on board the same ship, who had fallen overboard when between Malta and Sicily, on the 10th day of May, 1814:

"Resolved, that this committee particularly recommend to the general court to award the honorary medallion of the society to Lieutenant Richard Saumarez, as a testimony of their unfeigned admiration of his noble and gallant conduct.

(Signed) "T. J. PETTIGREW, Reg^r. and Sec^y."

On the 10th of April, 1818, Lieutenant Saumarez, then at Vienna, received a letter from Prince Metternich, announcing that the Emperor of Austria, "in consideration of the signal services which he had rendered in the campaign of 1813," and which had been borne testimony to by the Duke of Modena, had deigned to confer on him the Cross of a Knight of the Order of Leopold. In Dec. following, he was appointed to the Sybille 44, bearing the flag of Sir Home Popham, on the Jamaica station, where he received his commission as commander, appointing him to the Beaver sloop, May 19th, 1819.

On his return from the West Indies, Captain Saumarez submitted to the Admiralty some observations on the yellow fever, of which he had experienced three attacks in the course of one year, aud was informed by the secretary, that "their Lordships were pleased with the attention he had given to this highly important subject. In April, 1821, he received the thanks of the Committee of West India Merchants, "for the interesting information conveyed in his letter of the 16th" of that month, as to the most eligible track to be pursued by their homeward bound shipping.

Captain Saumarez was advanced to post rank on the 17th of April, 1824. His brother, acting Commander Thomas Saumarez, died at the island of Ascension, May 19th, 1823, only seven days after his appointment to the Bann of 20 guns.

Agent.—J. Hinxman, Esq.

WILLIAM FANSHAWE MARTIN, Esq.

ELDEST son of Admiral Sir Thomas Byam Martin, G. C. B. Comptroller of the Navy, and M. P. for Plymouth. He was made a lieutenant, Dec. 15th, 1820; commander, into the Fly sloop, on the South American station, Feb. 8th, 1823; and post-captain, June 5th, 1824. He married, in July, 1826, Ann, youngest daughter of Lord Chief Justice Best.

HON. GEORGE ROLLE WALPOLE TREFUSIS.

THIRD son of the late Lord Clinton, by Marianne Gaulis, a Swiss lady; and brother to the present peer.

This officer was born April 8th, 1793; made lieutenant, into the Ethalion frigate, Captain Edmund Heywood, Dec. 10th, 1813; advanced to the rank of commander, May 2d, 1816; appointed to the Redwing sloop, Nov. 8th, 1821; and posted June 24th, 1824. On this latter day, it was determined by the Admiralty, that "*officers appointed to command ships of the sixth rate and upwards should in future be styled Captains* *."

Captain Trefusis has recently embarked on board the Gannet sloop, for a passage to Bermuda, from whence he is to bring home the Winchester, now bearing the flag of Vice-Admiral Colpoys, commander-in-chief on the Halifax and West India stations.

Agent.—Sir F. M. Ommanney.

JAMES MONTAGU, Esq.

THIS officer, the youngest son of the late Admiral Sir George Montagu, G. C. B., was born April 10th, 1791, and made a lieutenant Aug. 17th, 1810; previous to which he had assisted at the capture and destruction of a French con-

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* New Regulations, Chapter II. Sect. IV. Art. I.

voy in the bay of Rosas, by the boats of the squadron under Captain Hallowell (now Sir Benjamin H. Carew) *. We next find him serving under Captain Murray Maxwell, at the capture of la Pomone frigate, from Corfu bound to Trieste, Nov. 29th, 1811 †. His subsequent appointments were, Aug. 23d, 1813, to the Sceptre 74, bearing the flag of Rear-Admiral Cockburn, on the North American station; June 7th, 1814, to the command of the Adder sloop; Mar. 31st, 1819, to the Brisk of 10 guns; and April 9th, 1813, to the Rifleman 18; in which vessel he was serving, on the Halifax station, when promoted to the rank of captain, July 17th 1824.

Agent.—Sir F. M. Ommanney.

HON. RICHARD SAUNDERS DUNDAS.

THIS officer is the second son of Viscount Melville, K. T. &c. &c. &c. by Miss Saunders, grand-niece and co-heiress of Admiral Sir Charles Saunders, K. B. who died December 3d, 1775. He was born April 11th, 1802; made lieutenant June 18th, 1821; appointed to the Active 46, Captain Andrew King, Dec. 24th, 1821; to the Owen Glendower 42, Captain the Hon. Robert C. Spencer, Feb. 25th, 1822; and to the Sparrowhawk 18, Captain Edward Boxer, Sept. 9th, 1822; promoted to the command of the same sloop, on the Halifax station, June 23d, 1823; and advanced to the rank of captain, while serving in the Mediterranean, July 17th, 1824. His next appointment was, Sept. 13th, 1825, to the Volage 28, in which ship he visited Madeira, Teneriffe, the Cape of Good Hope, Trincomalee, Madras, Pondicherry, and New South Wales, where he assumed the command of the Warspite 76, on the demise of Commodore Sir James Brisbane, in Dec. 1826.

From Sidney Cove, Captain Dundas proceeded with the

* See Suppl. Part III. p. 159.

† See Vol. II. Part II. p. 803 *et seq.*

Volage in company, through Cook's Straits, to Valparaiso, where he arrived on the 19th Feb. 1827. After a short stay on the west coast of South America, he rounded Cape Horn, touched at Rio Janeiro, and then returned to England, making the passage from the latter place to Spithead in 49 days. He subsequently visited Lisbon, and appears to have retained the command of the Warspite, (the first British ship of her class that ever circumnavigated the globe) until Oct. 1827. In the following year, he was appointed private secretary to his father, then presiding at the Board of Admiralty; and on the 30th of Nov. 1830, we find him commissioning the Belvidera 42, at Portsmouth.

JOHN FILMORE, Esq.

THIS officer was made a lieutenant, Jan. 16th, 1808; and we first find him serving under Commodore *Edward H.* Columbine, at the capture of Senegal, in July, 1809*. He returned home acting captain of the Crocodile frigate; and was promoted to the rank of commander, by commission dated June 18th, 1811†. His last appointments were, in the summer of 1822, to the Ordinary at Plymouth; and, May 30th, 1823, to the Bann sloop, then employed on the African station. Finding on his arrival at Cape Coast, that Commodore Sir Robert Mends had died nearly six weeks before, he immediately appointed himself to the Owen Glendower frigate, and assumed the chief command. His commission as captain, however, was not confirmed by the Admiralty, nor did he obtain promotion to that rank, until Aug. 20th, 1824; previous to which he had returned home for the recovery of his health.

Agents.—Messrs. Cooke, Halford, and Son.

* See Suppl. Part III. p. 7, *et seq.*

† See *id.* note at p. 9. ‡ See Captain PERCY GRACE.

THOMAS PRICKETT, Esq.

Was made commander, Jan. 30th, 1813; appointed to the Teaser brig, Mar. 25th, 1814; to the Victor sloop, fitting out for the coast of Africa, Aug. 9th, 1823; and advanced to the rank of captain Aug. 20th, 1824. Whilst on the above station, he cruised with some success against the slave traders, and was for a short time the senior officer, during which he "rendered cordial co-operation and assistance to Lieutenant-Colonel Sutherland," then commanding at Cape Coast Castle, and threatened with an attack by the King of Ashantee, who was rapidly approaching with 10,000 men, to form a junction with the body already encamped near that fortress.

Agents.—Messrs. Barnett and King.

WILLIAM SIMPSON, Esq.

Brother to Captain Robert Simpson, who died in command of the Cleopatra frigate, on the Halifax station, about June, 1808.

This officer entered the navy in 1799, as midshipman on board the Isis 50, flag-ship of Vice-Admiral (afterwards Sir Andrew) Mitchell; obtained a lieutenant's commission, Nov. 26th, 1807; and was first of the Cleopatra, then commanded by the present Sir John Brooke-Pechell, Bart. at the capture of la Topaze French frigate, Jan. 23d, 1809 *. He was made a commander, April 22d, 1811; appointed to the Gannet sloop, on the Irish station, July 28th, 1821; and advanced to the rank of captain, Oct. 14th, 1824.

Agent.—T. Collier, Esq.

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* See Suppl. Part I. p. 364.

ROBERT HERIOTT BARCLAY, Esq.

Is the son of the Rev. Peter Barclay, D. D. and was born at Kettle Manse, in Fifeshire, N. B. Sept. 18th, 1786. He entered the navy in May, 1798; and served the whole of his time as midshipman, under Captain (now Sir Philip C. Henderson) Durham. He was consequently present at the capture of la Flore French 36, off Bourdeaux, Sept. 6, 1798; at the defeat of Mons. Bompart, near the coast of Ireland, Oct. 12th following; at the capture of la Loire frigate, on the 18th of the same month *; at the landing of arms, &c. for the royalists on the coast of la Vendee, in 1799; at the capture of a French letter of marque, a privateer of 18 guns and 194 men, two large Spanish gun-vessels, and seven sail of merchantmen (the latter taken under the batteries between Tariffa and Algeziras) in 1800; and at the capture of la Furie French privateer, April 13th, 1801 †.

Mr. Barclay passed his examination at Malta, in Dec. 1804; was received on board the Victory first rate, bearing the flag of Viscount Nelson, in Feb. 1805; and appointed by his lordship acting lieutenant of the Swiftsure 74, Captain William Gordon Rutherford, in the month of March following. His appointment to that ship was confirmed by the Admiralty ten days previous to the battle of Trafalgar; on which occasion she was engaged with l'Achille French 74, and sustained a loss of 17 men killed and wounded. A subsequent perilous service performed by Lieutenant Barclay and others is thus noticed in James's Naval History, Vol. IV. p. 124:—

"During the whole of the 22d Oct., the wind blew fresh from the southward, with repeated squalls. At 5 P. M., the Redoubtable 74, in tow by the Swiftsure, being actually sinking, hoisted a signal of distress. The

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* See Vol. I. Part I. p. 171, and Part II. p. 452.

† See Suppl. Part III. p. 132 *et seq.*

latter ship immediately sent her boats, and brought off part of the prize-crew and about 120 Frenchmen, which were as many as the boats would contain. At 10-30 P. M., the Redoubtable being with her stern entirely under water, the Swiftsure cut herself clear. At about midnight, the wind shifted to N. W., and still blew a gale. At 3-30 A. M. on the 23d, attracted by the cries of the people, the Swiftsure again sent her boats, and, from three rafts which the French crew, amidst a dreadful night of wind, rain, and lightning, had constructed from the spars of their sunken ship, saved fifty more of the sufferers. The remaining survivors of the Redoubtable's late officers and crew, thirteen of the Temeraire's men, and five of the Swiftsure's, perished in her."

The Swiftsure was paid off, at Portsmouth, towards the end of 1807; and Lieutenant Barclay was soon afterwards appointed second of the Diana frigate, Captain Charles Grant, employed on channel service. While serving under that officer, he was upset in a six-oared cutter, between Sandwich Bay and Ramsgate, at a distance of three miles from the shore, but providentially preserved, with all his companions, by another boat which came out from the latter place on witnessing the accident.

Shortly after this remarkable escape, Lieutenant Barclay commanded a detachment of boats, and lost his left arm, in an attack upon a French convoy going from Nantz to Rochfort, with supplies for the enemy's squadron. In 1809, he was granted a pension for the loss of his limb, and sent to Halifax on promotion. Unfortunately for him, however, a change soon took place in the naval administration, and four years more elapsed before he obtained advancement. From the period of his arrival on that station he served as first lieutenant of the Æolus and Iphigenia, frigates, until Nov. 1812, when he was again ordered thither, with another official recommendation in his favor. Early in 1813, we find him appointed by Sir John Borlase Warren to the naval command on the Canadian lakes, and directed to conduct a small party of officers overland from Halifax to Quebec.

Could the Admiral have spared some British seamen as well as officers, it is probable that the Americans might have been attacked with success on their return from the capture of

York; but, as it was, acting Commander Barclay's whole attention was necessarily confined to the equipment of a squadron at Kingston, on Lake Ontario, where he arrived just before the commencement of the enemy's operations against the infant capital of Upper Canada. The only British armed vessels then on that lake were the Royal George of 20 guns, a brig of 14 guns, and three schooners, all manned by fresh-water sailors, and commanded by a very incompetent provincial officer. In the beginning of May, another 20-gun ship was launched, and named the Wolfe; and by the end of the same month, Sir James Lucas Yeo having arrived from England, with 4 commanders, 8 lieutenants, 24 midshipmen, and about 450 picked seamen, the whole were ready for active service.

The subject of this memoir was now appointed to the command of the naval force on Lake Erie; an appointment which Captain William Howe Mulcaster, another of Sir James L. Yeo's officers, had declined accepting, *on account of the exceedingly bad equipment of the vessels*, five in number, but not equal in aggregate force to a British 20-gun ship.

After co-operating for a short time with the troops retreating from the Niagara frontier, Captain Barclay proceeded to Amherstburg, where he arrived with only four commissioned officers and nineteen seamen, about the middle of June, at which time the enemy's naval force on Lake Erie consisted of seven vessels, all well equipped and manned, under the orders of Captain Oliver Hazard Perry, of the United States navy. By the end of August, each of the rival squadrons was augmented,—the American by two brigs, of about 460 tons each, built at Presqu' Isle; and the British, by a ship named the Detroit, of about 305 tons, which Captain Barclay had found on the stocks at Amherstburg, and used every energy to get launched. The following authentic statement will place the superiority of the enemy beyond a doubt:

BRITISH SQUADRON.

		Long Guns.								Carronades.			
		32-pounders.	24-pounders.	18-pounders.	12-pounders.	9-pounders	6-pounders.	4-pounders.	2-pounders.	32-pounders.	24-pounders.	18-pounders.	12-pounders.
Detroit,	ship	..	2	1	6	8	..	..	..	..	1	1	..
Queen Charlotte,	ditto	..	..	..	3	..	..	..	..	..	14	..	..
Hunter,	brig	..	..	..	..	..	2	4	2	..	..	..	2
Lady Prevost,	schooner	..	..	..	..	3	..	..	..	..	..	..	10
Chippeway,	ditto	..	..	..	..	1	..	..	..	..	..	..	..
Little Belt,	sloop	..	..	..	..	1	2	..	..	..	..	..	..
		..	2	1	9	13	4	4	2	..	15	1	12

The long 18*-pounder, one long* 12*-pounder, three long nines, and two of the carronades, were mounted on traversing carriages. The fort of Amherstburg was stripped of its guns, in order to arm the Detroit.*

AMERICAN SQUADRON.

Lawrence,	brig	..	..	..	2	..	..	..	..	18	..	..	
Niagara,	ditto	..	..	..	2	..	..	..	..	18	..	..	..
Caledonia,	ditto	..	2	..	..	..	..	..	..	1	..	..	..
Ariel,	schooner	..	..	..	4	..	..	..	..	..	..	..	..
Porcupine,	ditto	1	..	..	..	..	..	..	..	..	..	..	..
Scorpion,	ditto	1	1	..	..	..	..	..	..	..	..	..	..
Summers,	ditto	..	1	..	..	..	..	..	..	1	..	..	..
Tigress,	ditto	1	..	..	..	..	..	..	..	..	..	..	..
Trippe,	ditto	..	1	..	..	..	..	..	..	..	..	..	..
		3	5	..	8	..	..	..	..	38	..	..	..

The guns of the Caledonia, and of all the American schooners, were mounted on pivots; the broadside weight of metal on the part of the enemy was consequently 928 pounds,—on that of the British only 478. The former had at least 580 picked men; the latter not more than 345 persons of every description.

Early in September, 1813, Captain Barclay received a small draught of seamen from the Dover troop-ship, then in the river St. Lawrence; and on the 12th of the same month, he reported to Sir James L. Yeo the disastrous result of a conflict between his squadron and the more formidable force under Captain Perry. The following is a copy of his official statement:

"Sir,—The last letter I had the honor of writing to you, dated the 6th instant, informed you, that unless certain intimation was received of more seamen being on their way to Amherstburg, I should be obliged to sail with the squadron, deplorably manned as it was, to fight the enemy (who blockaded the port) to enable us to get supplies of provisions and stores of every description; so perfectly destitute of provisions was the port, that there was not a day's flour in store, and the crews of the squadron were on half allowance of many things. Such were the motives which induced Major-General Proctor (whom by your instructions I was directed to consult, and whose wishes I was enjoined to execute, as far as related to the good of the country) to concur in the necessity of a battle being risked, notwithstanding the many disadvantages under which I laboured; and it now remains for me the most melancholy task to relate to you the unfortunate issue of that battle, as well as the many untoward circumstances which led to that event.

"No intelligence of seamen having arrived, I sailed on the 9th instant, fully expecting to meet the enemy next morning, as they had been seen among the islands; nor was I mistaken. Soon after day-light, they were seen in motion in Put-in-Bay, the wind then at S. W. and light, giving us the weather-gage. I bore up for them, in hopes of bringing them to action among the islands; but that intention was soon frustrated, by the wind suddenly shifting to the S. E., which brought the enemy directly to windward.

"The line was formed according to a given plan, so that each ship might be supported against the superior force of the two brigs opposed to them *. About 10 A. M., the enemy had cleared the islands, and immediately bore up, in a line abreast, each brig being also supported by small vessels. At a quarter before 12, I commenced the action, by firing a few long guns; about a quarter past, the American commodore, supported by two schooners, one carrying four long 12-pounders, the other a long 32 and a 24-pounder, came to close action with the Detroit; the other brig, apparently destined to engage the Queen Charlotte, kept so far to windward as to render the Queen Charlotte's carronades useless, while the latter was, with the Lady Prevost, exposed to a heavy and destructive fire of the Caledonia and four schooners, armed with long and heavy guns like those I have already described.

"Too soon, alas! was I deprived of the services of the noble and intrepid Captain Finnis, who fell soon after the commencement of the action, and with him fell my greatest support. Lieutenant Thomas Stokoe of the same ship, was also struck senseless by a splinter, which deprived the country of his services at this very critical period. Provincial Lieutenant Irvine, who then had charge of the Queen Charlotte, behaved with

* The Lawrence and Niagara.

great courage, but his experience was much too limited to supply the place of such an officer as Captain Finnis; hence she proved of far less assistance than I expected.

"The action continued with great fury until half-past 2 P. M., when I perceived my opponent drop astern, and a boat passing from him to the Niagara, which vessel was at this time perfectly fresh. The American commodore seeing that as yet the day was against him (his vessel having struck soon after he left her), also the very defenceless state of the Detroit (now a perfect wreck, principally from the raking fire of the gun-boats), and likewise that the Queen Charlotte was in such a situation that I could receive very little assistance from her, and the Lady Prevost being at this time too far to leeward, from her rudder being injured, made a noble and, alas! too successful an effort, to regain it. He bore up, and, supported by his small vessels, passed within pistol-shot, and took a raking position on our bow;—nor could I prevent it, as the unfortunate situation of the Queen Charlotte hindered us from wearing. My gallant first lieutenant (John) Garland, was now mortally wounded, and myself so severely that I was obliged to quit the deck. *Manned as the squadron was, with not more than fifty British seamen, the rest a mixture of Canadians and soldiers, who were totally unacquainted with such service,* rendered the loss of officers more sensibly felt, and never in any action was the loss more severe; every officer commanding a vessel, and his second, was either killed, or wounded so severely as to be unable to keep the deck.

"Lieutenant (Edward Wise) Buchan, in the Lady Prevost, behaved most nobly, and did every thing that a brave and experienced officer could do in a vessel armed with 12-pounder carronades, against vessels carrying heavy long guns. I regret to state that he was severely wounded; Lieutenant Bignell, of the Dover, commanding the Hunter, displayed the greatest intrepidity; but his guns being small, he could be of much less service than he wished.

"Every officer in the Detroit behaved in the most exemplary manner. Lieutenant Inglis shewed such calm intrepidity, that I was fully convinced I left the ship in excellent hands, on my quitting the deck; and for an account of the battle after that, I refer you to his letter which he wrote me, for your information.

"Mr. (*J. M.*) Hoffmeister, purser of the *Detroit*, nobly volunteered his services on deck, and behaved in a manner that reflects the highest honor on him. I regret to add, that he is very severely wounded in the knee.

"Provincial Lieutenant (Francis) Purvis, and the military officers, Lieutenants Garden, of the Royal Newfoundland Rangers, and *O'Keefe*, of H. M. 41st regiment, behaved in a manner which excited my warmest admiration: the few British seamen I had, behaved with their usual intrepidity, and as long as I was on deck the troops behaved with a calmness and courage worthy of a more fortunate issue to their exertions.

"The weather-gage gave the enemy a prodigious advantage, as it enabled them not only to choose their position, but their distance also, which they did in such a manner as to prevent the carronades of the Queen Charlotte and Lady Prevost from having much effect; while their long guns did great execution, particularly against the Queen Charlotte.

"Captain Perry has behaved in a most humane and attentive manner, not only to myself and officers, but to all the wounded.

"I trust that, although unsuccessful, you will approve of the motives that induced me to sail under so many disadvantages, and that it may be hereafter proved that, under such circumstances, the honor of his Majesty's flag has not been tarnished. I have the honor to be, &c.

(Signed) "R. H. BARCLAY."

(ENCLOSURE.)

"*H. M. late Ship Detroit, Sept. 10th,* 1813.

"Sir,—I have the honor to transmit you an account of the termination of the late unfortunate battle with the enemy's squadron.

"On coming on the quarter-deck, after your being wounded, the enemy's second brig, at that time on our weather beam, shortly afterwards took a position on our weather bow to rake us; to prevent which, in attempting to wear, to get our starboard broadside to bear upon her, a number of the larboard guns being then disabled, we fell on board the Queen Charlotte, running up to leeward of us, and in this situation the two ships remained for some time. As soon as we got clear of her, I ordered the Queen Charlotte to shoot ahead of us if possible, and attempted to back our fore-top-sail to get astern; but the ship lay completely unmanageable, every brace cut away, the mizen-top-mast and gaff down, all the other masts badly wounded, not a stay left forward, hull shattered very much, a number of the guns disabled, the enemy's squadron raking both ships ahead and astern, and none of our own in a situation to support us, I was under the painful necessity of answering the enemy, to say we had struck, the Queen Charlotte having previously done so. I have the honor to be, &c.

(Signed) "GEORGE INGLIS, Lieut."

"*To Captain Barclay, &c.*"

Of 345 officers, sailors, soldiers, provincialists, and boys, the total number on board the British squadron, no less than 41 were slain and 94 wounded. Captain Barclay's remaining arm was injured, and a part of his thigh cut away. Amongst the other officers who suffered were Lieutenant S. James Garden, of the Newfoundland Rangers, killed; and Lieutenants George Bignell and F. Rolette (R. N.), Henry Gateshill

and J. Campbell (master's-mates), and James Foster (midshipman), wounded. The gallant commander of the Lady Prevost died of his wounds, at Fort Fayette, Upper Canada, in 1814.

The loss sustained by the enemy was 27 killed and 96 wounded, and it would have been still greater but for the complete success of a *ruse de guerre* practised on board Captain Perry's brig, the Lawrence. This was no other than hauling down the colours to obtain quarter, and re-hoisting them at a convenient opportunity, to resume the combat! "It was with unspeakable pain," says the American commodore, "that I saw soon after I got on board the Niagara, the flag of the Lawrence come down, although I was perfectly sensible that she had been defended to the last, and that to have continued to make a show of resistance, would have been a wanton sacrifice of her brave crew. But the enemy was not able to take possession of her, and circumstances soon permitted her flag again to be hoisted. The Lawrence has been entirely cut up: it is absolutely necessary she should go into a safe harbour. I have therefore directed Lieutenant Yarnall to proceed to Erie in her, with the wounded of the fleet, and to dismantle and get her over the bar as soon as possible."

Captain Barclay's commission as commander was not confirmed until Nov. 19th, 1813; the intelligence of his disaster arrived at the Admiralty, Feb. 8th, 1814; and his trial, for the loss of the Lake Erie flotilla, took place at Portsmouth, on the 16th Sept. in the same year, previous to which he had been requested by the inhabitants of Quebec to accept a piece of plate, with an appropriate inscription, value 100 guineas. The court-martial pronounced the following sentence:—

"That the capture of His Majesty's late squadron was caused by the very defective means Captain Barclay possessed to equip the vessels on Lake Erie; the want of a sufficient number of able seamen whom he had repeatedly and earnestly requested of Sir James L. Yeo to be sent to him; the very great superiority of the enemy to the British squadron, and the unfortunate early fall of the superior officers in the action. That it appeared that the greatest exertions had been made by Captain Barclay in equipping and getting into order the vessels under his command; that he

was fully justified, under the existing circumstances, in bringing the enemy to action; that the judgment and gallantry of Captain Barclay in taking his squadron into battle, and during the contest, were highly conspicuous, and entitled him to the highest praise; and that the whole of the officers and men of His Majesty's late squadron conducted themselves in the most gallant manner; and did adjudge the said Captain Robert Heriot Barclay, his surviving officers, and men, to be MOST FULLY AND HONORABLY ACQUITTED."

After this investigation, the Canada merchants in London voted an increase of 400 guineas to the sum already subscribed by the inhabitants of Quebec, for the purchase of plate to be presented to Captain Barclay. On one of the largest pieces, the following inscription is engraved:

"Presented to Captain Robert H. Barclay, of His Majesty's royal navy, by the inhabitants of Quebec, in testimony of the sense they justly entertain of the exalted courage and heroic valour displayed by him, and by the officers, seamen, and soldiers, of the flotilla under his command, in an action with a greatly superior force of the enemy, upon Lake Erie, on the 10th day of September, 1813; when the presence of a few additional seamen was only wanting to have effected the total discomfiture of the hostile squadron. Of Captain Barclay it may most truly be said, that although he could not command victory, he did more—he nobly deserved it!"

On another large piece, an inscription is likewise engraved, expressive of the sentiments of the Canada merchants in London, whose spontaneous mark of their sense of Captain Barclay's zeal in the execution of his duty, could not but be most highly gratifying to him—because, in his defeat their interest was most deeply involved.

It is believed, that a discussion on the Lake Erie affair, in both Houses of Parliament, together with the *pending* trial of Lieutenant-General Sir George Prevost, *if not of* Commodore Sir James L. Yeo also, prevented Captain Barclay's promotion to post rank at the close of the war with America. He consequently remained a commander ten years longer, and was employed only four or five months during the whole of that period. His last appointment was April 12th, 1824, to the Infernal bomb, fitting out for the Mediterranean station, from whence he returned in the ensuing autumn, on the amicable termination of the war against Algiers. His commission as captain bears date Oct. 14th, 1824.

This officer married, Aug. 11th, 1814, Miss Agnes Cosser, of Millbank Street, Westminster, and has several sons and daughters. The present amount of his pension, for wounds, is 400*l.* per annum.

ALEXANDER DUNDAS YOUNG ARBUTHNOT, Esq.

Was made a lieutenant, Oct. 26th, 1809; and commander, while serving in the Impregnable 98, Captain Charles Adam, June 27th, 1814; appointed to the Jasper sloop, April 24th, 1823; advanced to the rank of captain, Oct. 14th, 1824; and appointed a Gentlemen of the Privy Chamber to His late Majesty George IV. Nov. 2d. in the same year.

Agent.—J. Hinxman, Esq.

ADOLPHUS FITZ-CLARENCE, Esq.

Groom of the Robes to His Majesty the King.

We first find this officer joining the Spartan 46, Captain William Furlong Wise, C. B. in Mar. 1818. He was made a lieutenant, April 23d, 1821; appointed to the Furyalus 42, Captain (now Sir Augustus J. W.) Clifford, C. B., Oct. 22d following; promoted to the rank of commander, May 17th, 1823; appointed to the Brisk sloop, Dec. 26th in the same year; removed to the Redwing 18, on the 28th Feb. 1824; advanced to the rank of captain, Dec. 24th, 1824; appointed to the Ariadne 26, on the 9th Feb. 1826; to the Challenger 28, on the 2d July, 1827; to the Pallas 42, on the 28th Aug. 1828; to the Royal George yacht, July 22d, 1830; and to be Groom of the Robes to King William IV. with rank as Groom of the Bedchamber, on the 24th of the same month.

The Brisk and Redwing were both employed on the North Sea station; the Ariadne in the Mediterranean; and the Challenger in conveying the Earl of Dalhousie, late Governor-General of Canada, from Quebec to England; she also visited Lisbon while under the command of Captain Fitz-Clarence. The Pallas conveyed the above nobleman (now

commander-in-chief in the East Indies) and the Bishop of Calcutta, from Portsmouth to Bengal; brought home General Viscount Combermere and his staff; and was subsequently ordered to Halifax, from whence she returned with Colonel and Mrs. Fox, passengers, in Sept. 1830.

Agents.—Messrs. Stillwell.

ISHAM FLEMING CHAPMAN, Esq.

Son of the late Isham Chapman, Esq. more than half a century in the employ of the Board of Customs, at Cowes, who died Dec. 23d, 1829, aged 81 years.

This officer was made a lieutenant into the Invincible 74, Captain (now Vice-Admiral) Ross Donnelly, Feb. 11th, 1808. The following is an extract of a letter from Captain Maclean, of H. M. 94th regiment, to Lieutenant-General Graham (now Lord Lynedoch) reporting the evacuation of Fort Matagorda, near Cadiz, in April, 1810 *.

"I request, Sir, you will state to the Admiral, how highly sensible I am of the handsome manner in which Lieutenants Chapman and M'Pherson, of the royal navy, and one or two others, whose names I cannot now recollect, volunteered their services during the heaviest of the fire. Mr. George Dobson, midshipman of the Invincible, had charge of the seamen under my command during the whole time, and I beg you, Sir, to recommend him to the Admiral, as a very excellent and brave officer."

Lieutenant Chapman subsequently served as first of the Royal George 100, Curaçoa frigate, and Edinburgh 74, on the Mediterranean station; from whence he returned home in the latter ship, under the command of Captain John Lampen Manley, towards the close of 1814. His advancement to the rank of commander took place Aug. 31st, 1815; and his next appointment appears to have been, Dec. 29th, 1818, to the Nautilus 18, which sloop was first employed on the St. Helena station, and afterwards in the West Indies.

On the 18th Jan. 1821, Captain Chapman was appointed by

* See Vol. I. Part I. p. 240.

Sir Charles Rowley to the acting command of the Euryalus 42, from which frigate he returned to the Nautilus on the 21st of April following. In May, 1822, he paid that sloop off, at Portsmouth; and in Jan. 1823, received a commission appointing him to the Espiegle, of similar force, on the Cape of Good Hope station, where he was promoted to the command of the Ariadne 26, in Oct. 1824. His appointment to that ship, occasioned by the death of Commodore Nourse, C. B. was confirmed at home on the 29th December following.

In the early part of 1824, Captain Chapman examined the western coast of Africa, from the Cape of Good Hope to St. Felipe de Benguela, in lat. 14° 36′ S.; and discovered two rivers, not laid down in any chart, to which he gave the names of "Somerset" and "Nourse," the former in lat. 22° 40′, about thirteen miles north of Walvisch Bay, and the latter in 17° 10′ S. He also met with two columns, still perfect, erected by Bernardo Diaz, in the year 1486. The Cape Gazette of July 3, 1824, contains an epitome of this survey.

On the 19th Jan. 1826, a court-martial was assembled in Portsmouth harbour, to try Captain Chapman on the charges and allegations hereafter recited.

It appears that the trial originated in Mr. Alexander M'Coy, the purser of the Espiegle, having refused, when Captain Chapman gave up the command of that sloop, to sign the customary certificate, signifying that his captain had given him every facility in the execution of his duty, and in the care of the ship's provisions and victualling stores;—without which certificate Captain Chapman could not pass his accounts. Mr. M'Coy, in justification of his own conduct, transmitted to Captain Constantine Richard Moorsom, then the senior officer on the Cape station, a copy of nine allegations of misconduct on the part of Captain Chapman; the original of which he sent to the Victualling Board. The Lords of the Admiralty, in consequence, on the arrival of the Ariadne in England, ordered three captains to form a court of enquiry into the truth of the statements made. Captain Chapman refused to submit to this tribunal, and requested that the charges might be publicly investigated. A court-

martial was accordingly directed to assemble, and Mr. M'Coy ordered to attend it and give his evidence, and then to go on as prosecutor of the enquiry, in support of his allegations, which now assumed the nature of charges, and were as follow :—

First—For preventing Mr. M'Coy from having a direct communication with him. *Second*—For having ordered fifty bags of bread to be stowed between decks, in the bows, without any other protection than a sail; in consequence of which, the bread was trampled on by the seamen in getting in and out of their hammocks, and a quantity was stolen or lost; while, at the same time, Captain Chapman had taken out of the bread-room sufficient space to make himself a stair-case. *Third*—For having compelled the purser to subject himself to the penalties of the 18th article of his instructions, by obliging him to take on board eight puncheons of rum, after his provisions were complete. *Fourth*—For ordering the purser, through the senior lieutenant (Richard John Nash), to deliver to him, for his private use, fifty dollars of the public money. *Fifth*—For having refused a survey which was applied for on some decayed provisions. *Sixth*—For having, in a written order, imposed on Mr. M'Coy more than his regulated duties as purser. *Seventh*—For not having kept a slop book, during the whole time he commanded the Espiegle, which he should have done, according to his instructions, as a check on the purser's issues, by which neglect Mr. M'Coy was obliged to pay out of his private money, for the sake of peace and quietness, the amount of some clothing, which part of the ship's company disputed having received. *Eighth*—For having taken up, through his servants, about 2000 pounds of beef more than his allowance. *Ninth*—For having, on the day he left the Espiegle, directed Lieutenant Nash not to allow the purser to quit the ship, though Mr. M'Coy represented that he had vouchers to get, and public duties to perform on shore.

This series of charges was followed up by a *tenth*, accusing Captain Chapman of having purchased at Zanzibar, on the coast of Africa, a young female slave, for the purposes of prostitution, which said negresse was suddenly and most unaccountably missed from on board the Espiegle, whilst that sloop was lying at anchor near the adjacent island of Mombass.

The evidence for the prosecution having closed on the afternoon of January 23d, Captain Chapman entered on his defence the next morning; after which, and four hours spent in mature deliberation on the whole of the case, the Court pronounced the following sentence :—

"That the facts stated in the first and fifth objections have not been proved.—That the facts stated in the second, third, fourth, sixth, eighth, and ninth of the said objections, have been proved; but that Captain Chapman was justified in the conduct pursued by him relative to such said objections.—That the facts stated in the seventh objection have been proved.—That with respect to the fourth and sixth of the objections, they are frivolous and vexatious.—That the allegation respecting the purchase of a negresse, or female slave, on or about the 16th day of August, 1824, had been proved, but with respect to her sudden disappearance, the Court is of opinion, that although it is not accounted for, she must have escaped through the stern port, unknown to Captain Chapman; and the Court doth adjudge the said Captain I. F. Chapman to be dismissed from His Majesty's service, and he is hereby dismissed accordingly."

This sentence remained in force until the summer of 1828, at which period Captain Chapman was restored to his former rank in the navy.

Agents.—Messrs. Stillwell.

PERCY GRACE, Esq.

The antiquity of the family of Grace is of the very highest order. Descended from the ancient lords of Tuscany, it passed through Otho or Othoere, a powerful nobleman, contemporary with our Alfred, from Florence into Normandy, and thence into England; where, in the sixteenth year of Edward the Confessor, he is styled a baron, and was the father of Walter-Fitz-Other, who, at the general survey of the kingdom in 1078, was castellan of Windsor, and appointed by the Conqueror to be warden of the forests of Berkshire,—an office in those days of no small power and correspondent responsibility. The high honors and brilliant achievements of his descendants are reflected on the founder; and Other must always be illustrious, as the common ancestor of the noble houses of Windsor earl of Plymouth, Carew earl of Totness, and Carew baronet; Grace baron of Courtstown, and Grace baronet; Fitz-Maurice marquis of Landsdown and earl of Kerry; Gerard earl of Macclesfield, and Gerard baronet; Fitz-Gerald duke of Leinster, earl of Desmond, and Fitz-Gerald baronet; Mackenzie earl of Seaforth and Cromartie, and Fitz-Gibbon earl of Clare.

Upon the conquest of South Wales by the Anglo-Norman nobles, Gerald Fitz-Walter de Windsor (third son of Walter-Fitz-Other) acquired extensive possessions there; which some younger branches of his descendants quitted, to run a still more splendid race in Ireland. One of these was Raymond Fitz-William de Carew, surnamed le Gros (a grandson of

Gerald Fitz-Walter de Windsor), whose services were so conspicuously evident in securing the success of the invasion, that as they exacted from Strongbow, earl of Pembroke, so they certainly deserved, the hand of Basilia de Clare, sister to that aspiring chieftain, at this time become a prince by his own alliance with Eva, daughter and heiress of the king of Leinster.

Raymond Le Gros's marriage with this illustrious lady was no barren honor. With her he received that great district in Kilkenny, denominated from him the "Cantred of Grace's country," for his agnomen of Gros, given to him on account of his prowess, gradually became, first Gras, and then, by English pronunciation, Grace. With this possession was coupled the honor of constable and standard-bearer of Leinster, together with the lands of Fethard, Odrone, and Glascarrig. He was also Lord of Lereton, and Dermod Mac Carthy, king of Desmond, whom he restored to his throne, conferred upon him a noble territorial reward in the county of Kerry, which he settled upon Maurice, his second son, the founder of the Fitz-Maurice family. The evidence of national, official, and domestic records has already stood the test of a patient and uncompromising criticism; and the descent, from Raymond le Gros, to the late Michael Grace, of Gracefield, in the Queen's county, John Grace, of Mantua-House, co. Roscommon, and Richard Grace, of Boley, M. P., has been manifested in a clear and regular series.

The estate forfeited by baron John Grace, of Courtstown, under William III., amounted to 32,870 acres of valuable land, of which about 8,000 acres, and the castle of Courtstown, lay within Tullaroan, or Grace's parish. At this period, some of the Graces, having followed the fortunes of the abdicated monarch, James, settled in France, and became founders of the family of De Grasse, a member of which commanded the fleet that was opposed to the British, under Sir George B. Rodney, on the glorious 12th of April, 1782. During the terrible civil wars of 1641, the resistance of Gerald Grace, of Ballylinch and Carney castles, to the protectoral government, was followed by his line being dispossessed of a landed inheritance, exceeding 17,000 acres, in the counties of Kilkenny and Tipperary, and the King's County. The loyalty of the family to the unfortunate house of Stuart, as it had been unimpeachable upon both these memorable occasions, was in each instance attended with most disastrous consequences to its prosperity. The swarm of adventurers led into Ireland by Cromwell were fortified in their acquisitions by the Act of Settlement; and the grantees of William III. have never been disturbed in their possessions. Thus, after a period of nearly five centuries and a half, during which the house of Butler alone (represented by the Marquis of Ormonde,) was paramount to that of Grace, the existence of the latter, as a Kilkenny family, may be said to terminate, as the small estate of Holdenstown is the only property they at present possess there. The representative of the Ballylinch branch was led by circumstances to become seated at Gracefield, in the Queen's

County; and his descendant is now, by the extinction of the direct line of Courtstown, the head of this family.

Most of the foregoing genealogical particulars are extracted from "MEMOIRS OF THE GRACE FAMILY," (printed for private distribution) by Sheffield Grace, Esq., L. L. D., F. S. A., Member of the Hon. Society of Lincoln's Inn, and brother to the subject of the following memoir.

Mr. *Percy Grace*, is the third and youngest son of the late Richard Grace, of Boley, Esq., M. P.*, (who, as a barrister-at-law, undertook the very important, confidential, and complicated trust, of singly managing, and extricating from litigation, the great Chandos estates in Ireland, vested in the late Duchess, to whom he was nearly allied), by his third cousin, Jane, youngest daughter of the Hon. John Evans, and granddaughter of the first Lord Carbery†.

He entered the royal navy at an unusually early age; and being placed under the care of Captain (afterwards Sir Thomas Francis) Fremantle, was a youngster on board the Ganges 74, commanded by that officer, at the sanguinary battle of Copenhagen, April 2d, 1801 ‡.

After serving for nearly four years, in different ships, on the Baltic, North Sea, Channel, West India, Halifax, and Irish stations, Mr. Grace joined the Greyhound frigate Captain Charles Elphinstone, then employed off Cherbourgh, but subsequently ordered to the East Indies. Soon after his arrival there, in Dec. 1805, he was entrusted with the charge of a large recaptured ship, and sent in her to Calcutta. On his return from thence to Pulo-Penang, he was received on board the Blenheim 74, bearing the flag of Sir Thomas

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* Grandson of the above mentioned Michael Grace, of Gracefield.

† Michael Grace, of Gracefield, inherited, as co-heir at law, the *undevised* estates of the Sheffield family, in the counties of Sussex, Middlesex, and York. (*Burke's Peerage and Baronetage*, 3d edit. p. 329.) The Duchess of Chandos was sister to Richard Grace Gamon, of Minchenden, co. Middlesex, Esq., M. P. for Winchester more than thirty years, who was created a Baronet in April, 1795, with remainder to his cousin and nearest male relative, Richard Grace of Boley, M. P.

‡ See Vol. I. Part I. p. 365, *et seq*.

Troubridge, to wait for an opportunity of rejoining the Greyhound, which did not present itself until after the former ship, by striking on the southern extremity of the north sand at the entrance of the Straits of Malacca, had sustained the serious damage which led to her supposed ingulphment, near the island of Rodrigues, in Feb. 1807 *.

In the beginning of July, 1806, Mr. Grace (then again on board the Greyhound) assisted at the destruction of a Dutch armed brig, under the fort of Manado; and at the capture of another vessel of the same description, at the island of Tidore. On the 26th of the same month, he bore a part in an action with a Dutch squadron, which ended in the capture of the Pallas frigate and two East Indiamen, the latter armed for the purpose of war, and richly laden with the produce of the Moluccas:—on this occasion, he was officially recommended by Captain Elphinstone, as a "young officer deserving of promotion" †.

Sir Thomas Troubridge had previously allowed Mr. Grace to choose, whether he would remain in his flag-ship, or go back to the Greyhound for another cruise; promising, in either case, to take an early opportunity of promoting him. This promise he renewed just before his departure from India for the Cape of Good Hope, telling him, at the same time, that he might as well remain in the frigate a little longer, under the command of his son, Captain (now Sir Edward T.) Troubridge. By this arrangement, Mr. Grace providentially escaped the melancholy fate of all on board the Blenheim and her consort.

The Greyhound's anxious cruise in search of those ships has been noticed in our memoir of Sir E. T. Troubridge, with whom Mr. Grace continued, as master's-mate and acting lieutenant, until that officer was superseded by Captain the Hon. William Pakenham, who afterwards perished in the Saldanha frigate, at the entrance of Loughswilly ‡. Mr. Grace's appointment as acting lieutenant was given to him by Sir Edward Pellew, (now Viscount Exmouth) June 19th, 1807.

* See Suppl. Part III. p. 315. † See Suppl. Part I. p. 281.
‡ See *Nav. Chron.* V. 27, pp. 42 and 88.

We next find the Greyhound employed on the coast of Luconia, where she was wrecked, Oct. 11th, 1808. Returning to Prince of Wales's Island, on parole, in the Hon. Company's cruiser Discovery, after suffering three months' captivity at Manilla, Captain Pakenham, with part of his officers and crew, were again detained, by two French frigates *, near the Straits of Sincapore, and taken to Batavia. From thence, the captain was soon permitted to depart; but the officers and men, then under Lieutenant Grace, were kept for some time at Weltervreeden, a military post near that city; and afterwards suddenly marched to the fortress of Meester Cornelius, situated in a damp and unwholesome spot, where they were all closely confined for a period of nearly eight months; to answer for the acts of a person over whom they could have no controul. Their prison, we are informed, was a long barrack-room, covered with red tiles, having no cieling, nor any division whatever;—during the day it was intensely hot, and the tiles retained their heat long after the sun had set; the windows were strongly barred, with shutters outside, opened and closed at the pleasure of the guard, who frequently secured them for the night long before the sun went down. Water for the use of the prisoners was brought in by Malays; but they were obliged to cook their own provisions, and that at the same end of the room where another tub was placed in a corner, before which it was necessary to keep a blanket suspended for the sake of decency. A river running close to the walls of the prison, made their desire for bathing, whether early or late, the greater; but even this indulgence was withheld after the first month, nor would it ever have been granted with the knowledge of Marshal Daendels, then governor-general of Java. During their mutual confinement at Manilla and Batavia, Mr. Grace was the inseparable companion of Captain Pakenham, who ever afterwards spoke of him in the strongest terms of warm friendship and sincere regard.

On the 22d of Sept. 1809, the surviving officers and men of the Greyhound were at length released from their horrible pri-

* See Suppl. Part IV. p. 115.

son, and allowed to depart from Java (without any conditions being imposed upon them) in la Piedmontaise frigate, Captain Charles Foote, by whom Mr. Grace was directed to do duty as lieutenant. His appointment to the Greyhound had been confirmed at home on the 28th February preceding. The following is an extract of a journal kept on board la Piedmontaise :—

"Sept. 30th, 1809.—P. M., at 2-40, boarded a Chinese junk, bound to Malacca, and were informed that the proas in shore, under Mount Moir, were pirates, and twenty in number. At 5, came-to with the stream-anchor, in 7¼ fathoms. Sent two boats to reconnoitre, under the command of Lieutenants Grace and Turner. At sunset, observed the boats fire at the proas, and shortly after board the two sternmost. Fired signal guns for the boats to return. At 6-30, weighed and made sail in shore. At 8, the boats returned, with the loss of two men killed; Lieutenant Grace, Lieutenant Farmer, R. M., Messrs. West and Foster, midshipmen, Mr. Hyde, gunner, and fifteen men wounded, chiefly with spears and creases. Found that the boats had gained possession of the two proas, and were conducting them to the ship, for examination, in the quietest manner; but as soon as it became dark, the Malays rose upon our people, and by superior numbers obliged them to retreat."

On this occasion, Lieutenant Grace received a barbed spear in the thigh, near the groin, from whence the wound extended to the hip joint: the weapon could not be extracted for several days, owing to excessive hæmorrhage, and only then with exceeding difficulty. He subsequently proceeded to Pulo-Penang and Madras, at each of which places he remained a considerable time, waiting in vain for an opportunity of returning to England on board a man-of-war. He was consequently obliged to return home at his own expence; but, although strongly recommended by Captain Foote for his conduct in the affair with the Malay pirates, and even now occasionally suffering much from the effects of the very dangerous wound he then received, no pension, gratuity, nor reimbursement has ever yet been granted him. He arrived at Portsmouth in the Sarah Christiana Indiaman, in Dec. 1810.

Lieutenant Grace's next appointment was, Mar. 16th, 1811, to the Semiramis frigate, Captain Charles Richardson. In the night of Aug. 24th following, he commanded one of

that ship's boats at the capture of four French merchant vessels, anchored several miles up the Gironde river; and, on the following morning, assisted at the destruction of le Pluvier national brig, mounting 16 guns, with a complement of 136 men, lying under the battery of Royan, and fully prepared for action. His gallant behaviour on this occasion procured him, for the third time, publicly expressed official commendation, as will be seen by the following extract of Captain Richardson's report to Captain William Ferris, of the Diana frigate, whose official letter has been given at full length in p. 908 *et seq.* of Vol. II. Part II.

"My officers and ship's company behaved entirely to my satisfaction, and I feel much indebted to my first lieutenant (Thomas) Gardner, second Lieutenant Grace, and Mr. (Henry) Reneau, master's-mate, commanding the boats, for the handsome manner in which they ran alongside of the enemy. Lieutenant (Ingram P.) Taylor, of the marines, and Mr. (Richard) Brickwood, purser, being the only officers on board, were of the greatest use, the former commanding the main-deck, the latter the quarter-deck guns."

Towards the close of 1811, Lieutenant Grace left the Semiramis, in order to become first of the Saldanha; but owing to the melancholy disaster which then befel his excellent and valued friend, Captain Pakenham, he was without a ship from that period until Aug. 1812, when we find him appointed to the San Domingo 74, fitting out for the flag of Sir John Borlase Warren, and about to be employed on the North American station*. His commission as commander bears date June 15th, 1814.

On Monday the 30th of October, 1820, the venerable mansion of the Marquis (now Duke) of Buckingham, at Wotton, occupied by his son and daughter, the Earl and Countess Temple, was wholly destroyed by fire. "The flames," says an eye witness, "burst forth about one o'clock from a room appropriated to papers, directly above the nursery, and in less than two hours the entire of the interior was consumed, leaving nothing but the bare walls remaining. Captain

* See Suppl. Part I. p. 365, *et seq.*

Percy Grace, R. N. (brother to Sir William Grace, Bart.), and Captain William Clarke Jervoise, R. N., happening to be there on a visit, and sitting up later than the rest of the family, were the first who discovered the fire; on which they instantly awoke his lordship, and induced him and his amiable consort to leave the house without a moment's delay. They then proceeded to the nursery, and had Lady Anna Eliza Mary Grenville, the then only child of Earl and Countess Temple, conveyed to the parsonage; but before the young lady had even left the house, a great burning beam, extending across the nursery-ceiling, fell in, and crushed the cradle from which she had just been removed. Fortunately no lives were lost; but the rapid progress of the devouring element was such as to render the preservation of property hopeless and impracticable. A more rapid or merciless conflagration can scarcely be imagined. From the first discovery of the fire, by Captains Grace and Jervoise, to the total destruction of the house, an interval of two hours did not elapse."

On the 17th of Jan. 1822, Captain Grace was appointed to the Cyrené 20, fitting out at Plymouth, for the African station, where he captured the Dutch schooner Aurora, of 144 tons, 4 guns, and 26 men; and detained l'Hypolite schooner (under French colours), of 95 tons, 2 guns, and 19 men. Both of these vessels were equipped in the most complete manner for slaving, and each had a cargo ready for embarkation at the factories on the Gallinas river; from whence 180 slaves were subsequently brought off, and sent to Sierra Leone, but not until after the boats of the Cyrené had had a sharp brush with the native dealers and their European instigators, the particulars of which are thus detailed by Captain Grace in his official report to the late Commodore Sir Robert Mends, dated Oct. 25th, 1822:—

"Both of these schooners were well armed with muskets, pistols, cutlasses, &c. They had been upwards of two months on this coast, and were perfectly ready for receiving slaves on board. This, with other information that I received, determined me to send to King Siacca, and request the liberation of those slaves who were purchased with part of the cargoes of the captured vessels. I accordingly anchored, late last night,

off the mouth of the Gallinas river, and at day-break this morning, the boats of the Cyrenè, under the command of Lieutenant (George William Conway) Courtenay, and fully prepared for any event, passed the bar through a tremendous surf, where they were immediately received with a heavy but ill-directed fire of musketry from the jungle on both sides, not a hundred yards distant, which was continued as they passed up the river, till they opened the Lower Factory Island, when they were met with a severe raking fire from two long 18-pounders, one 8-inch howitzer, and some hundred men with small arms. Nothing, however, could check the ardour and spirit of the officers and crews, who gallantly pushed on up a narrow river, against a strong ebb tide and a most intricate navigation (having grounded seven times, while under a heavy fire of grape and musketry), till they landed on the island, took possession of the guns, turned them against the covers on both sides of the river, and, for a short time, cleared them of their troublesome neighbours. Their attention was now turned to the houses on this and a neighbouring island, where there also was a spacious slave factory, from all of which an annoying and incessant fire was directed: these were soon entered, and such of their opponents as were found in them were put to death, and the factories and houses burnt to the ground, excepting those occupied by Kroo men, which were spared, in consequence of their staying by them, and not joining in this wanton attack. As the boats landed on the islands, they had the mortification to see those unfortunate beings whom they hoped to liberate, through the influence of the King, hurried from the factories, thrown into war-canoes, and carried out of sight higher up the river. This, in addition to the attack that was made upon them, which precluded all hope of negociating with the King at that moment, and the natives coming down with musketry in increased numbers, our ammunition getting short, and the islands not affording even shelter from the fire of small arms that was poured in on them from all sides, induced Mr. Courtenay most judiciously to determine on returning and passing the bar while the water was high, which, after spiking the guns and destroying them and the factories as far as was practicable, he effected with as much coolness, judgment, and skill, as he displayed on entering; and I am happy to say, that although the natives assembled to the number of many additional hundreds, armed with muskets, lining the bushes on both banks of the river down to the very bar, and keeping up to the last a sharp fire, yet all was effected with the loss of one man mortally and three slightly wounded. While I deeply lament the loss of any individual from among my small ship's company, I must at the same time express equal astonishment and satisfaction at its not being greater, considering the numbers that were opposed to us, and the fire which was kept up, and can only attribute it to the bad direction of the latter, and the activity and good conduct which was displayed by all on this occasion.

"The loss on the part of our opponents was severe; four Europeans

and several natives were killed on the islands and banks of the river, besides many who were wounded. I now, Sir, with pleasure, perform the most pleasing part of my duty, in laying before you the conduct of the officers and men employed on this occasion; but where all behaved equally well, it is difficult to find language to point out each individual's merit, and it would perhaps appear invidious to discriminate. It is, however, but justice to Lieutenant Courtenay to state, that his conduct evinced how well he merited the confidence I placed in him, as the presence of mind and judgment he exhibited, could only be equalled by the decision and intrepidity he displayed in the execution of that line of conduct he thought it right to pursue; in every act of which he was most ably seconded by Lieutenant George Pigot, Mr. William Lawrence Hunter, second master, and Messrs. Henry Winsor and Malcolm M'Neale, midshipmen, both of whom, I beg to add, have served their time.

Mr. James Boyle, the surgeon, did on this, as he has on all occasions where there was any service to be performed, volunteer his services; and although in a professional point of view they were eminently useful, yet he did not confine them alone to the wounded, but by his zeal, activity, and gallantry, contributed much towards repulsing the numbers who were opposed to us, and conducted himself throughout in such a manner as to receive Mr. Courtenay's warmest commendation.

I fear, Sir, that my account of this small affair may appear to you prolix and unnecessary; but I feel that I could not in fewer words do justice to the conduct of the officers and men employed on this occasion, nor otherwise justify the measures they were forced to pursue *in self-defence*, towards the natives of a country whose king has always professed friendship for the British Government, than by stating every circumstance which took place, arising out of this wanton act of aggression on their part: at the same time, I must state for your further information, and that of the British Government, that those acts originated through the influence which is exercised here over the natives, by several Europeans and Americans, to the number of eight or ten, who have hitherto carried on the slave trade perfectly unmolested, and to an extent hardly credible, and who, I have since been informed, erected the battery with a determination of resisting to the utmost, any force that might be sent to put a stop to their inhuman traffic. On this occasion, however, they were ably assisted by Mr. Benjamin Liebray, master of the Aurora, but formerly commanding a French national corvette; and Mr. Louis Gallon, master of l'Hypolite, who with that part of their crews who were on shore, made so considerable an addition to the European force, as to countenance and encourage the acts of the natives. Although all that has taken place was unforeseen on our part, and brought on by the attack of those Europeans and the natives, yet I trust that the measures which were afterwards pursued, are such as will meet your approbation; as we have succeeded, for a time, in disturbing a nest of wretches who lived by this most detestable traffic, and who

have for a long period been existing within little more than a hundred miles of a government formed solely for the purpose of its extermination. I have now only to add, that four days before my arrival, a Spanish schooner sailed from this, with three hundred slaves on board, and within the last month three other vessels had departed with full cargoes. I have the honor to remain, Sir, &c.

(Signed) "PERCY GRACE, Commander."

In December following, the Cyrené detained another French schooner, la Caroline, of 78 tons, 2 guns, and 20 men, employed in the same clandestine trade; which vessel, however, as well as l'Hypolite, was afterwards liberated by the court of mixed commissioners at Sierra Leone, although five slaves were found on board of her, secreted in places where it was hardly possible to suppose that any human being could exist.

Captain Grace next obtained the release of 80 men, women, and children, purchased with la Caroline's cargo at the Grand Bassa, many of the latter not more than two years of age; and he afterwards examined every spot between that and the river Lagos, where slaving was likely to be carried on: we subsequently find him proceeding to Ascension, with a cargo of provisions for the garrison of that island.

In May, June, and July, 1823, the Cyrené was employed in conveying Sir Charles M'Carthy and suite from the Gold Coast to Bathurst, a new settlement on St. Mary's island, in the river Gambia, and from thence to Sierra Leone, where, during her absence, the chief justice of the colony, two members of council, one clergyman, three missionaries, two merchants, and about 130 other Europeans, with many people of colour, were swept off by a malignant fever within the short period of one month. So great was the consequent panic, that few of the survivors visited each other; they no longer attended the dead to their graves; and most of those who had the means of conveyance, or were so far their own masters as to be able to leave the settlement, shut up their houses and departed, some to the West Indies, and others to any little factories which they possessed along the coast. The Cyrené likewise suffered severely at this time, although she had passed through the preceding rains without the

loss of a man. On the 18th of June, Captain Grace, then the senior commander on the African station, reported to Sir Robert Mends, the deaths of 13 petty officers and seamen; the second lieutenant and surgeon had previously invalided, and several men were obliged to be sent home, as the only chance of saving them for future service. At this period of wretchedness and anxiety, Captain Grace was unremitting in his attention to the sick of the Cyrené, and alleviated by every means in his power the misery of their situation; nor did motives of a personal nature ever hinder him from performing what he considered as a part of his duty—that of attending to the last moments of those who fell victims to the climate.

On the 4th Dec. following, Captain Grace, then just arrived at Cape Coast from a long cruise among the Cape Verd Islands and towards the shoals of Rio Grande, received intelligence of the demise of Sir Robert Mends, and an order from the Admiralty for the Cyrené's immediate return to England; the latter transmitted to him by Captain John Filmore, of the Bann sloop, who had appointed himself to the Owen Glendower frigate, and assumed the chief command on the station, although he did not arrive within the limits thereof previous to the commodore's death, and then only as a passenger on board the Swinger gun-brig.

Feeling that a dispute between the two senior officers of H. M. squadron, particularly at a period when Cape Coast Castle and settlement were threatened with a formidable attack by the King of Ashantee, could not be otherwise than most prejudicial to the public service, Captain Grace refrained from entering into any discussion with Captain Filmore, and forthwith returned to England, where he arrived on the 7th Feb. 1824; after encountering the most violent hurricane, near the Azores, that either himself or any person on board the Cyrené ever witnessed: during this storm, his ship was so near foundering that he was obliged, among other measures for her preservation, to throw overboard eleven guns.

On the Cyrené being taken into dock, it was found that she required extensive repairs; which were no sooner com-

pleted than Captain Grace received orders to join the squadron on the Mediterranean station, where he arrived just in time to form part of the force under Vice-Admiral Sir Harry Neale, in line-of-battle before Algiers; a demonstration which led to an amicable termination of the dispute then existing between Great Britain and the Dey.

Captain Grace subsequently visited Tunis, and proceeded from thence to the Piræus of Athens, where he became senior officer of the squadron employed in the Levant, for the protection of British commerce; which responsible charge he held from Nov. 6th, 1824, until relieved in the following year by Captain G. W. Hamilton. During this period, he visited many of the Cyclades, and the ports of Smyrna, Marmorice, and Alexandria. He obtained his present rank, Feb. 1st, 1825; and paid off the Cyrené, at Deptford, on the 20th of August following.

This officer's eldest brother succeeded to the baronetcy, of which we have spoken in page 201, on the demise of his kinsman, Sir Richard Gamon, M. P., April 8th, 1818.

Agents,—Messrs. Evans and Eyton.

HENRY DUNDAS, Esq.

Served as midshipman on board the Liffey 50, Captain the Hon. Henry Duncan, C. B.; from which ship he was made lieutenant into the Glasgow 50, Captain the Hon. Anthony Maitland, C. B., Dec. 7th, 1819. His subsequent appointments were,—Oct. 20th, 1821, to the Euryalus 42, Captain (now Sir Augustus J. W.) Clifford, C. B.;—May 16th, 1823, to command the Rose sloop, on the Mediterranean station;—Feb. 9th, 1825, to be captain of the Dartmouth 42, employed in the West Indies;—and, Dec. 20th, 1826, to the Sapphire 28, fitting out for a particular service; in which latter ship he returned home from the Pacific Ocean, Nov. 1st, 1830.

Agents,—Messrs. Maude and Co.

WILLIAM HOTHAM, Esq.

Son of the late Lieutenant-Colonel George Hotham, (eldest son of General George Hotham, and brother to Admiral Lord Hotham *) who served in the third regiment of guards, under H. R. H. the late Duke of York, in Flanders, and afterwards resided at Beverley, in Yorkshire.

This officer was born about the year 1793, and he first went to sea, at the age of ten years, in the Raisonnable 64, commanded by his uncle, the present Vice-Admiral Sir William Hotham, K. C. B., then stationed off the Texel. In 1804, he joined the Ruby 64, Captain (now Vice-Admiral Sir Charles) Rowley, which ship was attached to Sir John Orde's squadron, off Cadiz, in the winter of that year. From Nov. 1805 until the spring of 1809, we find him serving under Captain Rowley, in the Eagle 74, on the Mediterranean station. He was consequently present at the capture of Capri, the siege of Gaeta, and the disarming of the coasts of Naples and Calabria, in the summer of 1806 †.

On her return from the Mediterranean, the Eagle was attached to the grand armament sent against Antwerp; and in Feb. 1810, she joined the squadron employed in the defence of Cadiz, then besieged by the French army under Marshal Victor, Duke of Belluno.

We have stated at p. 240 of Vol. I. Part I. that the defence of Fort Matagorda, situated opposite Puntales, was entrusted to a party of British troops, seamen, and marines, and that that important post was bravely maintained until it became a heap of rubbish. Mr. Hotham was one of the naval detachment so employed; and the following is an extract of a letter from the military commander, Captain Maclean, of H. M. 94th regiment, to Lieutenant-General Graham (now Lord Lynedoch), dated April 22d, 1810:—

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* See Vol. I. Part II. note at p. 580.

† See Vol. I. p. 673, and p. 70 of this vol.

"I cannot sufficiently express to you the gallantry and coolness with which every individual officer, seaman, marine, and soldier, conducted himself during the two months we maintained this post, particularly during the last two days."

The loss sustained by the navy on the 21st and 22d April, 1810, was 9 men killed, and 22, including two midshipmen, wounded.

In Mar. 1811, the Eagle was sent to the Adriatic, where Mr. Hotham received his first commission, appointing him lieutenant of that ship, and dated Feb. 12th, 1812. He had previously acted in the same capacity on board the Unité frigate, Captain Edwin Henry Chamberlayne, who made honorable mention of him, when reporting the capture of la Persanne French store-ship, mounting 26 long 9-pounders, with a complement of 190 men, from Corfu bound to Trieste, Nov. 29th, 1811*.

On the 8th June, 1813, the boats of the Elizabeth (74) and Eagle, under Lieutenants Mitchell Roberts, Richard Greenaway, Martin Bennett, and William Hotham, destroyed a two-gun battery at Omago, on the coast of Istria, and brought out four vessels loaded with wine, which had been scuttled near that town. About 100 French soldiers were at the same time driven from thence by the marines of the two ships, under Captain John Hore Graham and Lieutenant Samuel Lloyd. Only one man was wounded in the execution of this service, "and the conduct of all the officers was highly creditable."

The conspicuous part borne by the Eagle at the capture of Fiume, July 3d, 1813, has been fully noticed at p. 673, *et seq.* of Vol. I. Part II. On the fourth day afterwards, a party of her seamen and marines, under Lieutenants Greenaway, Hotham, and Lloyd, stormed and carried the fortress of Farasina (mounting five long 18-pounders), disabled the guns, and laid all the works in a heap of ruins. On this occasion, not a man was killed, and Mr. Hudson, midshipman, was the only person wounded.

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* See Vol. II. Part II. note †, p. 803.

In the beginning of Aug. 1813, Lieutenant Hotham assisted at the capture and destruction of the batteries of Rovigno, twenty-one sail of merchantmen lying in the harbour, and several ships and vessels on the stocks. "The conduct of the officers, &c. employed on this service," says Captain Rowley, "merits my warmest encomiums."

The Eagle was afterwards employed by Rear-Admiral Fremantle in the blockade of Trieste, while the Austrian army under Major-General Count Nugent was harassing Eugene Beauharnois in his retreat from Istria and Croatia. The capture of the arsenal, on the night of Oct. 6th, 1813, has been noticed in our memoir of Captain John Duff Markland, C. B., by whom that service was voluntarily conducted. The subsequent operations against the citadel are thus described by Rear-Admiral Fremantle :—

"On the 11th, the General returned from Gorizia, having obliged the Viceroy to pass the Isonzo. It was then determined to lay siege to the castle. By the 16th, in the morning, we had twelve guns in two batteries, which opened their fire and continued nearly the whole day; towards evening, the enemy was driven from the windmill hill, which was taken possession of by the Austrian troops, and two howitzers were advanced there. The firing was continued occasionally until noon on the 23d, by which time Captain Rowley had got a 32-pounder within 200 yards of the Schanza, where there was a strong building with one gun, and loop holes in it, standing upon a hill, with a wall round it nearly fourteen feet high, an officer, and 60 men.

"We had had some communication with the castle in the morning, but the truce was broke off at a very short notice by the enemy, who opened on all sides. The 32-pounder was fired upon the Schanza. The first shot the gun recoiled, and, the ground giving way, it fell backwards off the platform, which was six feet above the level. *It was fine to see Captain Rowley and his people immediately get a triangle above the work, and the 32-pounder, with its carriage, run up to its place again, under a shower of grape and musketry, which occasioned a severe loss.* Towards evening, the enemy in the Schanza held out the white flag, and surrendered to Captain Rowley.

"Having now possession of the Schanza, which commanded the castle and the windmill hill, we set to work upon some advanced batteries within 400 yards of the castle; but the weather was so wet, and the labour so great, that they were not complete until the morning of the 29th, when the enemy acceded to our altered propositions for surrendering the castle.

We were then prepared to have opened with eleven 32-pounders, twelve 18-pounders, four mortars, and four howitzers.

" Every captain, officer, and other person in the squadron has done his duty. Captain Rowley has been, as usual, most prominent on every occasion. *I admired the example he shewed at the attack of the Schanza, with the courage and activity of Lieutenants Hotham and Moore, and Mr Hibbert, midshipman of the Eagle*." * * * *

From this period until Jan. 1814, Lieutenant Hotham commanded a flotilla employed in the river Po, in co-operation with the Austrian army; and honorable mention is made of him in several official letters from Captain Rowley to Rear-Admiral Freemantle, as well as in a despatch from Count Nugent to Earl Bathurst, then H. M. Secretary of State for the War Department.

The Eagle formed part of the squadron which accompanied Louis XVIII. to his recovered dominions, in April, 1814; and was paid off at Chatham in the course of the following month. Lieutenant Hotham's promotion to the rank of commander took place June 15th, 1814; on which occasion he was appointed to the Fervent sloop of war.

After witnessing the grand naval review, by the allied monarchs at Spithead, Captain Hotham proceeded to Bermuda and the West Indies, from whence he returned to Portsmouth, where the Fervent was put out of commission, in June 1815. His last appointment was, April 27th, 1824, to the Sappho, of 18 guns, fitting out for the Halifax station, where he received his commission as captain, dated April 4th, 1825.

Agents,—Messrs. Cooke, Halford, & Son.

CHARLES MITCHELL, Esq.

Eldest son of the late Admiral Sir Andrew Mitchell, K. B. whose services are recorded in the *Nav. Chron.* XVI. 90—107; and brother to Captains Nathaniel and Andrew Mitchell, R. N.

See Suppl. Part II. p. 358.

We first find this officer serving as an acting lieutenant on board the Cleopatra frigate, Captain Sir Robert Laurie, Bart. in her gallant but unsuccessful action with la Ville de Milan, a French ship of nearly double her size and force, Feb. 17th, 1805; on which occasion he was badly wounded *. He obtained the rank of lieutenant Aug. 11th, 1806; and that of commander May 24th, 1811. His subsequent appointments were,—July 27th, 1813, to the Griper sloop, of 12 guns;—Feb. 7th, 1814, to the Savage 16; from which vessel he was removed, on the 28th of the same month, to the Espiegle 16;—and, April 9th, 1823, to the Slaney 20, fitting out for the East India station. In May, 1824, he assisted at the reduction of the island of Cheduba, by a detachment from the Rangoon expedition, under the command of Brigadier Michael M^c^ Creagh †. His commission as captain bears date, April 8th, 1825.

Agent,—T. Collier, Esq.

HON. MONTAGU STOPFORD.

Fourth son of the present Earl of Courtown (Baron Saltersford in the British peerage) K. P., by Elizabeth, eldest daughter of Henry, third Duke of Buccleugh, and nephew to Admiral the Hon. Sir Robert Stopford, K. C. B.

This officer was born, Nov. 11th, 1798; and served as midshipman on board the Alceste frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816 ‡. He was made a lieutenant, July 17th, 1819; appointed to the William and Mary yacht, at Dublin, Feb. 24th, 1820; promoted to the rank of commander, Jan. 29th, 1822; appointed to the Algerine, 10-gun sloop, fitting out at Woolwich for the Mediterranean station, Feb. 13th, 1824; and advanced to the rank of captain, April 8th, 1825.

* See Vol. I. Part II. p. 834, *et seq.*

† See "*Naval Operations in Ava*," Chap. I. pp. 4, 13, *et seq.*

‡ See "*M^c^Leod's Voyage*," p. 188, *et seq.*

Captain Stopford married, Aug. 25th, 1827, Cordelia Winifreda, second daughter of Colonel George Whitmore, commanding officer of the royal engineers in the island of Malta.

Agents,—Sir F. M. Ommanney and Son.

CHRISTOPHER NIXON, Esq.

Obtained the rank of lieutenant in 1800; and was first of the Duncan frigate, on the East India station, in 1805. He was made a commander for conducting a fire-vessel into Aix roads, in the night of April 11th, 1809 (on which occasion, we believe, he lost his hearing); and advanced to the rank of captain, May 27th, 1825.

EDMUND DENMAN, Esq.

Entered the royal navy, in 1790, under the auspices of Admiral the Hon. Samuel Barrington; and was a midshipman on board the Royal Sovereign (first rate), bearing the flag of Admiral Thomas Graves, in the actions of May 28th and 29th, and at the glorious battle of June 1st, 1794 *. He was also with the Hon. Vice-Admiral Cornwallis, when that distinguished veteran effected his memorable retreat from the French fleet, in June, 1795; a service for which the thanks of parliament were voted to him and his squadron †.

Mr. Denman's promotion to the rank of lieutenant took place, June 14th, 1796; and he was subsequently employed, on various occasions, in cutting out vessels from under the enemy's batteries. On the 21st July, 1801, he had the misfortune to be wrecked, and taken prisoner, while serving as first of the Jason frigate, Captain the Hon. John Murray, stationed off St. Maloes ‡. His next appointment was, in

* See Vol. I. Part I. p. 336. † See *id.* note * at p. 354.
‡ See Vol. II. Part I. p. 80.

April, 1803, to the Plantagenet 74, in which ship, successively commanded by Captains Graham Eden Hamond, the Hon. Michael De Courcy, Francis Pender, and William Bradley, he continued for a period of about five years, principally with the inshore squadron off Brest. Under the former officer, he assisted at the capture of le Courier de Terre Neuve, French privateer, of 16 guns and 54 men; and l'Atalante, of 22 guns and 120 men.

In May, 1808, Lieutenant Denman was appointed first of the Polyphemus 64, fitting out for the flag of Vice-Admiral Bartholomew S. Rowley, with whom he soon afterwards proceeded to the Jamaica station. In June, 1809, we find him commanding the night guard-boats of the squadron employed in the blockade of St. Domingo, under the orders of Captain William Pryce Cumby; and on the 1st July, he was entrusted by that officer with the charge of the seamen destined, if necessary, to assist in storming the city, then closely invested by an Anglo-Spanish military force. His services during the siege were thus publicly acknowledged by the British officers in command:—

"*Polyphemus, 7th July*, 1809.

"Sir,—I have the satisfaction to announce to you the surrender of the French garrison in the city of St. Domingo, by which event the whole of the former possessions of the Spaniards in this island are happily restored to that nation * * * *. I trust I may be permitted to bear testimony to the vigilance and alacrity of those officers and men who were employed in the night guard-boats, by whose united exertions the enemy's accustomed supply by sea was entirely cut off, and the surrender of the city greatly accelerated. * * *.

"Of the conduct of Lieutenant Denman, of this ship, and the detachment of seamen landed from the squadron, under his command, Major-General Carmichael is pleased to speak in high terms; and I have no doubt he will make a gratifying representation to you on this subject. * * * *.

(Signed) "W. Pryce Cumby."

"*To Vice-Admiral Rowley,*
&c. &c. &c."

"*St. Carlos, July 9th*, 1809.

"Sir,—In consequence of a letter I have received from Captain Cumby, commander of his Majesty's squadron, expressing his desire that you

should re-embark the seamen and guns * under your command, I request you will take such measures as you may think proper, and have the goodness to inform me of any assistance in my power to provide for expediting that service.

"I cannot close this without expressing my warmest thanks for the uncommon zeal and exertions of yourself and those under your command, which I have not failed to make known in my despatches to his Majesty's Secretary of State and the Commander-in-Chief of his Majesty's naval forces at Jamaica. I have the honor to be, &c.

(Signed) "HU. LYLE: CARMICHAEL, Major-General."

"*Lieut. Denman, R. N.*"

"*Palanque, July 15th*, 1809.

"Sir,—I do myself the honor to make known to your Excellency, that having got the whole of the ordnance stores landed, and as many of them conveyed to Savana Grandé as it is practicable to move with the means in our possession, Lieutenant Denman and the seamen under his command have returned to their ships, their services not being any longer required on shore, at least at this place.

"It is with infinite pleasure I take advantage of the earliest opportunity of expressing to your Excellency my unqualified approbation of the deportment of the whole of that detachment; but the zeal and unwearied attentions of Lieutenant Denman, as well to the various and fatiguing duties necessarily imposed upon him and his people attached to us, as to the men under his charge, demand my more particular notice of him, and I hope your Excellency will therefore admit of my recommending him to your attention as an officer of great merit. I have the honor to be, &c.

(Signed) "F. SMITH, Brig. Gen. commanding Royal Artillery."

"*His Excellency Major-General Carmichael.*"

"*St. Domingo, 15th July*, 1809.

"Sir,—I had great pleasure in receiving from Lieutenant-Colonel Smith, commanding the royal artillery, a report of his proceeding with the ordnance from Palanque, in which he states, in the strongest terms, the assistance he received from you, the officers, and seamen under your command, to whose unwearied and indefatigable exertions he bears the most handsome testimony, and by which he was enabled to proceed towards the enemy, against impediments that would have been otherwise insurmountable.

"From the mention made of you by Captain Cumby, I certainly expected every possible aid, in which I was not disappointed; and I have only to regret that the speedy surrender of the enemy did not afford an

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* Eight of the Polyphemus's lower-deckers.

opportunity to the British seamen and soldiers of more fully proving, upon the walls of St. Domingo, their united loyalty and patriotism.

"Those sentiments I thought it justice to make known to Vice-Admiral Rowley and Captain Cumby, as also to mention in my public despatches;—and if this letter, or any means in my power can be of service in forwarding your wishes, it will be a gratification to me. I have the honor to be, Sir, your most obedient and sincere humble servant,

(Signed) "HU. LYLE: CARMICHAEL, Major-General, &c. &c."

"*Lieut. Denman, H. M. S. Polyphemus.*"

After this event, Mr. Denman acted as flag-lieutenant to Vice-Admiral Rowley, and was by him promoted to the command of the Shark sloop, at Port Royal, in Dec. 1809; an appointment confirmed by the Admiralty, Feb. 17th, 1810. He subsequently commanded the Challenger, Sparrow, and Sappho sloops, on the Jamaica station, where he captured the piratical brig Salamine, of 20 guns, formerly an English merchantman.

On the 7th of June, 1814, Captain Denman was appointed to the Redpole sloop, employed on the Downs station, under the orders of Vice-Admiral (now Sir Thomas) Foley, by whom his services were likewise acknowledged to have been active and useful. In this vessel, he conveyed many illustrious personages from England to the continent,—among whom were their Royal and Serene Highnesses the Hereditary Prince of Orange, the Crown Prince of Bavaria, Princes Charles and William of Brunswick, Prince Paul of Wirtemberg, and Louis Philippe, Duke of Orleans. The following letters were subsequently addressed to him:

"*Salzburgh, August 19th,* 1814.

"My dear Captain Denman,—I give myself the pleasure of sending you, herewith, a little remembrance, which I beseech you to accept of as a token of my esteem, and a proof of the satisfaction I had of getting acquainted with so brave and gallant an officer of the English navy. The fair entertainment you gave to me and my suite, and the cheerful moments I passed on board the Redpole, are reckoned amongst the number of the most pleasant ones I spent in England. I am, my dear Captain Denman, your most affectionate,

(Signed) "LEWIS, Prince Royal."

"*Brunswick, 16th September,* 1814.

"Dear Captain,—The instant we arrived at this place, I communicated

to the Duke all the kindness and attention which his dear children and their tutor had received at your hands, during our stay on board your ship, and got his instructions to write the following letter to General Bloomfield, at Carlton House.

" 'By command of His Serene Highness the Duke of Brunswick, Mr. Prince respectfully requests Major-General Bloomfield to acquaint His Royal Highness the Prince Regent of the safe arrival of His Royal Highness's late wards at Brunswick. As their safety during, though a short, yet very unpleasant passage, occasioned by tempestuous contrary winds, was owing to the unremitting attention of Captain Denman, of His Majesty's sloop Redpole, who brought them over, the Duke of Brunswick thinks it his duty to recommend in the strongest manner, Captain Denman to His Royal Highness's most gracious notice, for such favor and promotion as His Serene Highness is informed are usually granted on such occasions.'

" In the hope, my dear Sir, that this recommendation will not fail of the desired success, and with the most grateful sense of all your truly kind attentions, I remain, dear Sir, yours ever obliged,

(Signed) " T. PRINCE."

" *To Captain Denman, H. M. Sloop Redpole.*"

In the early part of Napoleon Buonaparte's last reign, Captain Denman forwarded to Mr. Croker, then Secretary to the Admiralty, some important information, and several French newspapers, which he had obtained under peculiar circumstances and personal risk:—the receipt of his *first* communication was thus acknowledged:

" *Admiralty, Mar. 29th,* 1815.

" Sir,—I have had the honor of receiving your letter of the 27th, and beg you will accept my thanks for the information it conveys. I shall be obliged by your continuing to keep me informed by your private letters of any intelligence which may reach you unofficially. I have the honor to be, Sir, your most obliged humble servant,

(Signed) " J. W. CROKER."

" *Captain Denman, H. M. S. Redpole, Downs.*"

After the landing of the British troops at Ostend, Captain Denman was ordered by Rear-Admiral Matthew Henry Scott to survey the anchorage outside of that port, and to point out the best description of gun-vessels for its protection. He was subsequently entrusted with the command of a light squadron stationed in the Scheldt, to co-operate with Admiral Van Braam, for the protection of Cadsand from surprise

by a *coup-de-main;* and he had the satisfaction to find his suggestions for the destruction of the forts on that island readily adopted by the Dutch Government, and highly approved by his own. On the 28th of June, Mr. Croker again wrote to him, as follows:

"Dear Sir,—I have received your letter of the 27th, and am very much obliged to you for having had the kindness to give me the information it contains. I am, Dear Sir, your faithful humble servant,

(Signed) "J. W. CROKER."

The Redpole formed part of Napoleon's escort to St. Helena, from whence she returned home with Sir George Cockburn's despatches, announcing the safe custody of his ex-majesty. While there, Captain Denman was invited by his old naval friend Mr. Balcombe, to spend an evening in the society of Buonaparte; on which occasion he was seated at the same whist table with that celebrated personage, and enabled to possess himself of some highly interesting anecdotes which he related, of distinguished public characters who had figured in political life during his extraordinary career.

Captain Denman's last appointment was, in 1819, to be the Superintending Commander of H. M. ships and vessels in ordinary at Plymouth, which he held during the customary period of three years. On his retirement from that important service, the following letter was addressed to him by Commissioner Shield:—

"*Dock Yard, 8th April,* 1822.

"Dear Sir,—I have to acknowledge your obliging communications of Saturday last, and I beg to assure you, that I feel gratified by the kind terms in which you express the intercourse which has prevailed between us during your employment in the Ordinary; your unceasing attention, and zealous performance of your duty has not passed unobserved by me,—on the contrary, I felt much satisfaction in the confidence your conduct impressed on my mind, that the condition of the Ordinary would be preserved by *your attention,* in the excellent order it was left by Captain Shortland. I beg to offer you what I consider the best wish, which is that you may be soon promoted, and brought again into service at an early period. With every other kind wish for you and yours, I remain, Dear Sir, ever your faithful humble Servant, (Signed) "WM. SHIELD."

"*To Captain Denman.*"

This officer obtained the rank of captain, May 27th, 1825.

His eldest son, Charles J. J. Denman, a first lieutenant in the Hon. Company's artillery, died in India, in 1824, aged 21 years.

Agent,—J. P. Muspratt, Esq.

DANIEL BARBER, Esq.

Was made commander into the Dauntless sloop, on the African station, May 2d, 1810; and promoted to the rank of captain, May 27th, 1825.

Agent,—John Chippendale, Esq.

HENRY JANE, Esq.

Was an acting lieutenant of the Renown 74, bearing the flag of Rear-Admiral Sir John Borlase Warren, and commanded a boat belonging to that ship, at the capture of la Nochette French gun-vessel, two armed chasse-marées, and eight sail of merchantmen, laden with supplies for the Brest fleet, June 11th, 1800*. He was promoted to the command of the Indian sloop (after acting for some time in l'Observateur), May 10th, 1810; appointed to the Arab, on the Halifax station, July 5th, 1813; and advanced to the rank of captain, May 27th, 1825.

Agents,—Messrs. Stillwell.

JOHN SKEKEL, Esq.

Entered the royal navy in Dec. 1795; and served in various ships, as midshipman, master's-mate, and lieutenant, until June, 1803, when he assisted at the capture of St. Lucia †, and received a commission appointing him to the Pandour 44, armed *en flûte*, which ship formed part of the

* See Suppl. Part III. p. 322.

† See Vol. I. Part II. note at p. 481.

force under Commodore Hood, at the reduction of Surinam, in May, 1804. During the operations against that colony, Lieutenant Skekel was employed in the flotilla on the Commewyne river*.

In Feb. 1805, the Pandour having been paid off on her return to England, this officer was appointed to the Hero 74, Captain the Hon. Alan Hyde Gardner, under whom he bore a part in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805 †; and was wounded while assisting at the capture of four French line-of-battle ships, Nov. 4th following‡. He also witnessed the surrender of the Marengo 80, and Belle Poule frigate, the former bearing the flag of Rear-Admiral Linois, Mar. 13th, 1806§. The total loss sustained by Sir Richard J. Strachan's squadron, in action with that under Mons. Dumanoir le Pelley, was only 24 killed and 111 wounded; of which numbers, the Hero alone, as a proof of the conspicuous share she took in the combat, had 10 slain and 51 wounded.

Lieutenant Skekel's next appointment was, in 1807, to the Ville de Paris, 110, flag-ship of Admiral Lord Gardner, then commanding the Channel fleet; and after the retirement of that veteran chief from the fatigues of service, he rejoined his son, whose flag, as Rear-Admiral, had been recently hoisted on board the Bellerophon 74, Captain Samuel Warren.

From this period we find no particular mention of Lieutenant Skekel until July 7th, 1809, when he commanded one of the boats of the Bellerophon, and highly distinguished himself in a most brilliant and successful attack upon a Russian flotilla, the official account of which achievement has been given at p. 369 *et seq.* of Suppl. Part III. For this service he received, in common with his brother officers, the thanks of the Board of Admiralty, and was, we believe, ultimately promoted to the command of the Fly sloop, by commission dated June 28th, 1811.

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* See Vol. II. Part II. pp. 797—801.

† See Vol. I. Part I. p. 405. ‡ See *Id.* p. 289.

§ See *Id.* Part II. p. 436.

Captain Skekel's subsequent appointments were,—about the close of the same year, to the Gluckstadt, of 18 guns, which vessel was soon found unfit for further service;—May 16th, 1812, to the Bold 14, in which he suffered shipwreck, during a strong N. E. gale, near the north end of Prince Edward's Island, in the Gulf of St. Lawrence, Sept. 27th, 1813;—June 7th, 1814, to the Plover 18, fitting out for the Newfoundland station, where he remained until the end of the year 1816;—and in May, 1823, to be superintending commander of H. M. ships in ordinary at Plymouth. His promotion to the rank of captain took place May 27th, 1825.

Agent,—J. Hinxman, Esq.

GEORGE AUGUSTUS HIRE, Esq.

Son of the late Lieutenant George Hire, R. N., and brother-in-law to Colonel Sandys.

This officer was made a commander, Aug. 1st, 1811; appointed to the Bittern sloop, about July, 1812; and advanced to the rank of captain, May 27th, 1825. He married, May 8th, 1810, Harriet, youngest daughter of John James, of Rosemundy, near Truro, co. Cornwall, Esq; and died, at Brockhurst, co. Warwick, Mar. 9th, 1831; aged 51 years.

Agents,—Messrs. Cooke, Halford, and Son.

CHARLES MONTAGU WALKER, Esq.

Is the youngest son of the late Major Walker, of Bushey, co. Herts, who lost considerable property in North America during the colonial revolutionary war; and a brother to Colonel Frederic Walker, R. A., the present proprietor of the above manor; also to Lieutenant-General Sir George T. Walker, G. C. B., K. T. S., commander-in-chief at Madras.

This officer was present at the occupation and evacuation of Toulon, in 1793; and served as midshipman on board the

Fortitude 74, Captain (afterwards Sir William) Young, during the subsequent operations against Corsica *. He likewise witnessed the reduction of the islands of St. Lucia and Trinidad, in May 1796, and Feb. 1797 †. We next find him serving under Captain (now Sir William) Hotham, in the Adamant 50, on the Cape of Good Hope station, where he assisted at the destruction of la Preneuse French frigate, Dec. 11th, 1799 ‡. He subsequently assisted in cutting out a merchant ship from above the buoys at the entrance of Port Louis, in the Mauritius, on which occasion the British boats had two men killed and ten wounded, including, among the latter, the senior lieutenant of the Lancaster 64 §.

Mr. Walker's first commission bears date Jan. 11th, 1803. He was a lieutenant of the Spencer 74, Captain the Hon. Robert Stopford, when that ship accompanied Lord Nelson from the Mediterranean to the West Indies, in pursuit of the combined fleets of France and Spain, in 1805; also at the battle of St. Domingo, Feb. 6th, 1806; during the siege of Copenhagen, in 1807; and at the blockade of Lisbon, in the winter of the latter year ‖.

After the convention of Cintra, Lieutenant Walker returned home from the river Tagus in command of a Russian sloop of war, belonging to the squadron surrendered by Vice-Admiral Siniavin. He was subsequently appointed to the Barfleur 98, bearing the flag of Rear-Admiral (now Sir Charles) Tyler, and Colossus 74, Captain Thomas Alexander, which latter ship was attached to the squadron under Sir Richard G. Keats, employed in the defence of Cadiz. His promotion to the rank of commander took place, Feb. 1st, 1812.

From this period we lose sight of Captain Walker until Feb. 21st, 1824, when he was appointed to the Medina 20,

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* See Vol. I. Part I. pp. 60, 46, 250, *et seq.*

† See *Id.* notes at pp. 134 and 112.

‡ See Suppl. Part III. p. 169. § See *Nav. Chron.* VI. 164.

‖ See Vol. I. Part II. p. 589 *et seq.*; Vol. II. Part I. p. 280 *et seq.*; Vol. I. Part I. pp. 79—83; and *Id.* Part II. p. 431 *et seq.*

in which ship he conveyed Lord Strangford, H. M. Ambassador to the Ottoman Porte, from Constantinople to Trieste, &c. &c. He obtained his present rank, May 27th, 1825.

Captain Walker married, in 1811, Miss Anna Maria Riddell, of Dumfries-shire, N. B., grand-daughter of the late Governor Woodley, and has issue eight sons and a daughter. His only sister is the wife of the Rev. Stawel Chudleigh.

JOHN STODDART, Esq.

Is of a respectable Irish family. He was made a lieutenant, May 14th, 1804; promoted to the command of the Strombolo bomb, July 3d, 1812; appointed to the Primrose sloop, fitting out for the West India station, Jan. 1st, 1824; and advanced to the rank of captain, May 27th, 1825.

Agent,—J. Hinxman, Esq.

GEORGE OURRY LEMPRIERE, Esq.

Was made a lieutenant Mar. 25th, 1807; and commander, Jan. 30th, 1813; appointed to the Trent, hospital and receiving ship, at Cork, May 7th, 1814; and promoted to the rank of captain, May 27th, 1825.

Agents,—Messrs. Goode and Clarke.

THOMAS BARKER DEVON, Esq.

Knight of the Royal Hanoverian Guelphic Order.

Second son of George Barker Devon, Esq. many years Remembrancer of the First Fruits and Tenths.

This officer was born at Sutton, co. Middlesex, Oct. 8th, 1784. He entered the royal navy, as midshipman, on board the Duke of 90 guns, Captain John Holloway, in April, 1797; was removed from that ship, after the mutiny at

Spithead*, to the Royal Sovereign, first-rate, bearing the flag of Sir Alan (afterwards Lord) Gardner, second in command of the Channel fleet; and, in the autumn of 1800, joined the Romney 50, Captain Sir Home Popham, with whom he returned home from the Red Sea and East Indies, in April, 1803 †. On the 23rd June following, we find him suffering shipwreck, near the Texel, in la Seine frigate, Captain (now Sir David) Milne; and subsequently serving under Lord Gardner, by whom he was appointed a lieutenant of the Dragon 74, Captain Edward Griffith (now Vice-Admiral Colpoys), about May, 1804. In this ship he was present at the capture of two Spanish third rates, by the fleet under Sir Robert Calder, off Cape Finisterre, July 22d, 1805 ‡.

After this action, Mr. Devon was successively appointed to the Shannon 38, Captain (now Sir Philip B. V.) Broke, with whom he visited the arctic regions; and Crocodile 22, Captain the Hon. George Cadogan, of which ship he was first lieutenant when she conveyed the future Duke of Wellington to the shores of Portugal, in 1808. Towards the end of the ensuing year, he obtained the command of the Brevdrageren gun-brig, mounting twelve 18-pounder carronades, with a complement of 50 officers and men. The following is his official account of an action between that vessel and a Danish squadron, the united force of which was fifty-four long 18-pounders, and not less than 480 men;—dated Aug. 2d, 1811:

"5 P. M. on the 31st ultimo, being off Long Sound, on the coast of Norway, in company with H. M. cutter Algerine §, and the two prizes we had captured the day before, the wind light and variable, three vessels were observed standing out from the land: two boats were despatched to reconnoitre, who returned with information that the strangers were enemy's brigs of the largest class. Having prepared every thing for battle, we made sail, and commenced sweeping from them until daylight, when

* See Vol. I. p. 109. † See Suppl. Part I. p. 56, *et seq.*
‡ See Vol. I. Part I. p. 405, and Part II. p. 507.
§ Commanded by Lieutenant John Aitkin Blow.

one of their vessels appearing much separated from the rest, we bore down to attack her, in company with the Algerine. Observing our intention, she made every exertion to rejoin the others, who, during this manœuvre, had closed with us considerably. At 8 A. M., we again commenced sweeping from the enemy; at 10, observed the nearest brig, which appeared to be the commodore, telegraph her consorts, and they immediately despatched their boats;—thus assisted, towing and sweeping, with her sails clewed up, she advanced fast towards us. At 11 A. M., Lieutenant Blow signified his intention of attacking this vessel, in the hope of disabling her before the others could join;—swept round, and, at 11-30, commenced action in concert with the Algerine. At 30 minutes past noon, in close action within musket-shot, the second brig commenced firing upon us; observed the Algerine sweep round and haul out of the battle;—she soon after made the signal to discontinue action, which was, however, impracticable on my part. Thus finding ourselves in the midst of the enemy's squadron, with scarcely a prospect of escape, I resolved that they should not find an easy conquest, and, with the colours of my country displayed in every conspicuous part of the vessel, prepared to defend His Majesty's brig until the last extremity. At 1 P. M., a boat from the Algerine, with ten men and three sweeps, came to our assistance. A light air springing up from the N. W., with the help of sweeps and boat towing, we fortunately, by 2 P. M., were only within long range of shot: the enemy's sails being clewed up, prevented her taking advantage of the breeze, which favored our escape. The chase now again commenced, and continued, within gun-shot, until sunset; the enemy keeping up a teasing fire, but unable to bring us to action. At 9 P. M., night coming on, the enemy left off chase; we, however, continued sweeping from them until midnight, when our people were quite exhausted, having been nearly 30 hours at the sweeps and in action.

"No language of mine can describe the bravery and exertion displayed by the gallant fellows under my command, and my sincerest thanks are due to every individual on board the Brevdrageren, whose crew, officers included, consisted only of 47; neither can I close this letter without recommending to the notice of the commander-in-chief, Mr. Anderson, sub-lieutenant; Mr. Edwards, second master; and Mr. Sukings, pilot; for their steady determined assistance in the time of real danger:—the former has been fifteen years in the service, six of which as sub-lieutenant; the master is an intelligent, active, zealous young man, worthy of every encouragement.

"Considering the great superiority of the enemy, the damage we have sustained has been inconsiderable; eight shots in the hull, the fore-mast badly wounded, and the sails, standing and running rigging, somewhat injured: our loss consists of one killed and three wounded.

(Signed) "THOMAS B. DEVON."

Thus, by dint of gallantry, exertion, and perseverance, was saved from capture a vessel which the Danes would, probably, have been still more anxious to possess had they known that she formerly belonged to their navy. Her consort mounted ten 18-pounder carronades, and had on board about 60 officers and men, of whom only one was killed and not any wounded. "A very serious investigation," says Captain Brenton, "would have taken place on the conduct of the lieutenant of the Algerine, but before any complaint could reach the Admiralty, he was dismissed from the command of his vessel for another breach of discipline *."

That Lieutenant Devon's conduct was highly approved by his commander-in-chief and the Board of Admiralty, the following copies of official documents will testify.

Extract of a letter from Admiral (afterwards Sir William) Young, to Captain Charles S. J. Hawtayne, of H. M. S. Quebec, commanding the Heligoland squadron, dated Aug. 24th, 1811:—

"I desire you to inform Lieutenant Devon, that I have transmitted an account of his very gallant action to the Lords Commissioners of the Admiralty; and to assure him, and all the officers and crew of the Brevdrageren of my high approbation of the perseverance and determined courage with which they defended themselves against such very superior force: and that I have great pleasure in learning that of such brave men so few were killed or wounded in the unequal contest."

Copy of a letter from Admiral Young to Lieutenant Devon, dated Aug. 30th, 1811:

"Having transmitted to the Lords Commissioners of the Admiralty your letter addressed to Captain Hawtayne, giving an account of an action you had sustained against three national brigs, on the coast of Norway, their lordships have commanded me to express to you their approbation of the gallant conduct of yourself, your officers, and crew, on the occasion. I have to desire that you communicate the same to the officers and crew of the Brevdrageren accordingly."

The approbation of the Admiralty was further marked, by the promotion, in Sept. following, of the Brevdrageren's sub-

* *Brenton's Nav. Hist.* V. 329. Lieutenant Blow has since been promoted to the rank of commander.

lieutenant; but her commander did not obtain superior rank until nearly twenty months afterwards, during which period he was most actively employed on the Heligoland station, where several of his crew were killed and wounded in various skirmishes with the enemy. Among other captures made by him in 1812, were a French lugger privateer, and an armed custom-house vessel, the latter cut out from the port of Delfzyl, in the river Ems.

In March, 1813, Lieutenant Devon, then just returned to Heligoland, after a six weeks' cruise in very tempestuous weather, received information of the distressed state of the French forces at Cuxhaven, and of the entrance of a Russian army into Hamburgh. His sub-lieutenant, second master, and many men, were then absent in prizes, and himself and the remainder of his crew almost worn out with excessive fatigue; notwithstanding which he hastened to represent to Lieutenant Francis Banks, commanding the Blazer gun-brig, the necessity of going immediately to the Elbe, and at length prevailed upon him to proceed thither, accompanied by the Brevdrageren. The timely appearance of these vessels at the entrance of that river, prevented the escape of two large gun-schuyts, which they took possession of and destroyed, and led to the destruction of eighteen others by the enemy themselves, which formidable flotilla would otherwise have been removed to Holland, under the superintendence of a French naval officer *.

On the same day, Mar. 16th, Lieutenant Devon landed, and opened a communication with the castle of Ritzbuttel, on which the Hamburgh flag was at that time displayed, the French troops, 1200 in number, having already commenced their retreat from Cuxhaven to Bremen: the result of his interview with the provisional authorities was an agreement, subsequently ratified and acted upon by his senior officer, that the above colours should be hoisted in conjunction with

* See Admiral Young's orders to Captain John M'Kerlie, at p. 190 of Suppl. Part III.

the British, at all the deserted batteries, which were to be taken immediate possession of by a small military detachment brought from Heligoland; and that all military and other stores belonging to the enemy should be delivered up to the Blazer and her consort. On the 21st of the same month, Lieutenant Devon made the following official report to Lieutenant Banks:

"Agreeably with your arrangement, I proceeded with the galley of the Brevdrageren and cutter of the Blazer, in search of the Danish privateer, said to infest the upper part of the river. At day-light this morning, we discovered two galliots, which were at first supposed to be merchant vessels; but on approaching them they hailed and instantly opened a fire. In this critical situation, there was no safety but in resolutely boarding, and I took advantage of the cheerful readiness of our people. We carried them under the smoke of their second discharge, without the loss of a man, and only two wounded on the part of the enemy; the galley boarding the first, and the Blazer's cutter, in the most gallant manner, the second. They proved to be the Danish gun-boats Jonge Troutman, commanded by Lieutenant Lutkin; and Liebe, Lieutenant Writt, each mounting two long 18-pounders and three 12-pounder carronades, with a complement of 25 men.

"When you consider that each of these formidable vessels was carried by a single boat, one by a cutter with twelve men, and the other by a galley with nine, the conduct of the brave fellows under my orders needs no comment: and I beg to return my sincere thanks to them, and to Mr. Dunbar, the master of the Blazer.

"These vessels were sent, three days ago, from Gluckstadt, for the express purpose of intercepting the trade from Heligoland."

(Signed) "THOMAS BARKER DEVON."

The Jonge Troutman and Liebe were captured near Brunsbuttel, on the Hanoverian side of the Elbe, about six leagues distant from the anchorage of the British brigs. The success of this daring attack must be partly attributed to the explosion of some cartridges on the deck of the former galliot, which threw her crew into confusion, just as Lieutenant Devon was in the act of boarding. The Liebe surrendered, without opposition, on seeing the fate of the Jonge Troutman, and that her captors were hastening to the support of the Blazer's cutter. One of the nine persons in the Brevdrageren's galley was Mr. Frederick Devon, midshipman, brother to her commander, and then only 13 years of age.

On the 4th of the ensuing month, Admiral Young wrote to Lieutenant Devon as follows :

"I have had the pleasure, this morning, of desiring Lieutenant Banks to convey to you and to those who were with you, the expression of the Admiralty's approbation of your conduct in the capture of the Danish gun-boats, which does indeed well deserve to be approved of. I am afraid that gun-boats make but bad prizes; but whatever these may produce, I have desired my agent to distribute my share of it among the crews of the two boats by which they were taken, and I heartily wish it were much more than I fear it will be."

Extract of the Admiral's letter to Lieutenant Banks.

"I desire you will inform Lieutenant Devon, the Lords Commissioners of the Admiralty are pleased with his gallant conduct, and with that of the men who were with him. I have great pleasure in transmitting this expression of their Lordships' approbation of so very gallant an achievement."

In a memorial subsequently forwarded by Lieutenant Devon to the Admiralty, he informed their lordships that since Jan. 1st, 1812, he had been nine times personally engaged with the French and Danes, and that he had captured, in addition to the privateer, custom-house cutter, and armed galliots already mentioned, nearly thirty merchant vessels of different descriptions. On the 4th May, in the same year, he was at length promoted to the rank of commander; and, in farther testimony of their lordships' approval of his very meritorious services, the Brevdrageren was rated a sloop of war, and continued under his command.

Before the end of May, 1813, Cuxhaven and Hamburgh were again in the possession of the enemy, as will be seen by reference to our memoir of Captain John M'Kerlie, who then commanded on the Heligoland station. In Oct. following, we find the Brevdrageren attached to the squadron under Captain Arthur Farquhar, of the Desirée frigate, who had been sent to co-operate with the allied forces in the neighbourhood of the German rivers. Previous to his joining that officer, Captain Devon had had two interviews with Viscount Melville, on the subject of the said service; and on one of these occasions he was called to London express, by

a telegraphic message,—a proof of the opinion entertained by the First Lord, of his abilities and zeal.

After the capture of the enemy's shipping at Braak, in the duchy of Oldenburgh, by a detachment under Captain M'Kerlie, of which mention has been made in that officer's memoir, Captain Devon handsomely volunteered to conduct the two principal vessels down the Weser, and was accordingly placed in charge of a new 20-gun corvette, which he carried by night between Blexen and Bremer-lehe, and then, through a still narrow and intricate navigation, to her destined anchorage at the mouth of the river:—a repetition of this dangerous service was rendered unnecessary, by the sudden arrival of a battalion of Russian infantry and some Cossacks, with which force, being at that time the senior naval officer on the spot, he immediately commenced active co-operation against the above mentioned fortresses. He was subsequently entrusted with the command of the seamen landed by Captain Farquhar to erect batteries and mount sea ordnance for the reduction of those strong works, the Russians having come unprovided with any artillery,—which services were effected under very considerable difficulties and a continual sharp fire.

The operations in the Weser having been completed by the subjugation of Blexen and Bremer-lehe, Captain Devon was despatched from thence, with two gun-vessels under his orders, to support another detachment of the allied army, advancing by Embden towards Delfzyl, into which place the French had thrown a large reinforcement. There were then no less than seventeen armed vessels lying in the haven, all perfectly equipped; notwithstanding which, he anchored the Brevdrageren just out of range of the enemy's batteries, and immediately established a most rigorous blockade. He also assisted in repelling numerous sorties made by the enemy, who, however, held out until the occupation of Paris by the allies, in April, 1814. On the 28th of the following month, the Secretary of State at the Hague addressed a letter to Captain Devon, of which we shall here give an extract:—

"The Baron Van der Capellan, commanding the forces by land, has acquainted me with the assistance you have so effectually lent him, and in such a distinguished manner, during the blockade. I feel it incumbent on me to express my sentiments on the occasion, and to assure you of the high esteem which you have inspired for the character of a British naval officer, and of your personal merits in particular.

(Signed) "T. H. MOLLIERUS."

An unpleasant discussion with the Prussian authorities, occasioned by Captain Devon having prevented them from seizing a quantity of valuable spars, in the charge of an agent employed by the British government, terminated the Brevdrageren's services in the river Ems; but on this, as on every former occasion, her commander's conduct met with official approbation. She returned home in July, 1814; and being then found unfit for further service, was soon afterwards put out of commission.

Captain Devon's next appointment was, Sept. 26, 1814, to the Icarus brig, of 10 guns, which vessel formed part of the squadron sent to escort Napoleon Buonaparte to St. Helena, from whence we find her despatched to the Isle of France and Calcutta; she was paid off, on her return home, in April, 1817. Captain Devon subsequently received an official notification from Count Munster, the Hanoverian Minister, as follows:

"44, *Grosvenor Place, Nov. 30th*, 1820.

"Sir,—It gives me great pleasure to have to acquaint you, that His Majesty, in consideration of the active, gallant, and zealous services you rendered when under the orders of Captain Farquhar, commanding a detached squadron in the rivers Elbe, Weser, and Ems, in the year 1813, has been most graciously pleased to nominate and appoint you a Knight of the Royal Guelphic Order, the decoration of which will be transmitted to you by the first opportunity.

(Signed) "MUNSTER."

Captain Devon was advanced to the rank he now holds, May 27th, 1825. He married, in April, 1809, Anne, daughter of Mr. Tompson, a respectable medical practitioner in the neighbourhood of Exeter.

Agents,—Messrs. Stilwell.

CHARLES PHILIP YORKE, Esq.

Eldest son of Admiral Sir Joseph Sydney Yorke, K.C.B. M.P. by his first wife, Elizabeth, daughter of James Rattray, of Atherstone, N.B, Esq.

This officer was born about April, 1799, and educated at the Royal Naval College, where he won the second mathematical prize. He was borne for a short time on the books of the Prince 98, flag-ship at Spithead; and we subsequently find him serving as midshipman on board the Sparrowhawk sloop, Leviathan 74, and Queen Charlotte 108; the latter ship bearing the flag of Lord Exmouth, at the memorable battle of Algiers. His conduct on that occasion was highly commended by Captain Sir James Brisbane.

Mr. Yorke next joined the Leander 60, refitting for the flag of Sir David Milne, who entrusted him with the command of a small vessel employed in carrying despatches between Halifax and Bermuda; and afterwards ordered him to act as lieutenant of the Grasshopper sloop, which appointment he held from Dec. 27th, 1818, until April 11th, 1819. His first commission bears date Aug. 14th, in the latter year.

On the 29th of Oct. following, Lieutenant Yorke was appointed to the Phäeton 46, Captain William Augustus Montagu; in which ship he served, on the Halifax station, until made a commander, May 18th, 1822. In Aug. 1823, he commissioned the Alacrity brig of 10 guns, fitting out for the Mediterranean station, where he was actively employed in the suppression of piracy, and watching the motions of the Turco-Egyptian forces. He obtained the rank of captain, June 6th, 1825; returned home in the Diadem transport, Jan. 31, 1826; and was appointed to the Alligator 28 (now in the Mediterranean), Dec. 21st, 1828.

HENRY DUCIE CHADS, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Eldest son of Captain Henry Chads, R. N., who died at Chichester, Oct. 10th, 1799.

This officer entered the Royal Naval College, Portsmouth, in Oct. 1800; and from thence joined the Excellent 74, Captain (now Admiral) Sotheron, under whom he assisted at the defence of Gaeta, was present at the capture of Capri*, and completed his time as midshipman on the Mediterranean station. His first commission bears date Nov. 5th, 1806, at which period he was appointed, by Captain (afterwards Sir George) Montagu, to the Illustrious 74, Captain (now superannuated Rear-Admiral) William Shield, employed in the blockade of Cadiz. In July, 1808, we find him joining the Iphigenia frigate, Captain Henry Lambert, with whom he visited Quebec, and subsequently proceeded to the Cape of Good Hope.

In Aug. 1809, while cruising off the Mauritius, the Iphigenia accidentally ran on board the Boadicea frigate, and thereby lost her bowsprit and foremast. The next night she got aground under a heavy battery, where she was long exposed to a very severe fire. Not thinking it possible to save her, the senior officer of the squadron sent orders to set her on fire; but, after throwing some guns overboard, she was at length got off, through the persevering gallantry and uncommon exertions of her officers and crew.

In consequence of these unfortunate accidents, the Iphigenia was obliged to be docked at Bombay; from whence she returned to the Cape station, about the end of October, 1809.

Owing to the successes of the French cruisers, Vice-Admiral Bertie, commander-in-chief, had now determined to maintain the blockade of the Isles of France and Bourbon

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* See Vol. I. Part I. p. 315 *et seq.*

during the hurricane months, which had never before been attempted, and Captain Lambert was the officer selected to conduct this important and harassing service, with the Leopard of 50 guns, Magicienne frigate, Sapphire sloop, and Staunch gun-brig, under his orders.

The Iphigenia afterwards formed a part of the squadron under Captain (now Sir Josias) Rowley, at the reduction of Isle Bourbon; and Lieutenant Chads was publicly thanked by the military commander, Lieutenant-Colonel Keating, for his conduct at the landing of the troops, a service of considerable difficulty, and attended with some loss*.

About a month after this event, Lieutenant Chads was lent to the Sirius frigate, with the Iphigenia's launch and cutter, to assist in an attack upon l'Isle de la Passe, the key to Port Sud-Est, and which had hitherto been considered as almost impregnable. The main object of this enterprise has been stated in our memoir of Captain Sir Nesbit J. Willoughby.

The batteries on l'Isle de la Passe were all erected in commanding situations, with high breast-works, and mounted nineteen heavy pieces of ordnance, including three 13-inch mortars and two howitzers. The only landing place is on the inner or N. W. side of the island, and was well protected by a strong high chevaux-de-frise: the passage to it is not more than 250 yards wide. In order to arrive there, it was necessary to pass close under three batteries, guarded from surprise by a rugged coast, and an incessant high surf. The French garrison consisted of two commissioned officers, about 100 regular troops, and a number of armed blacks. The force considered necessary to ensure the success of the enterprise amounted to 400 officers and men; of whom 112 were soldiers embarked in la Nereide frigate.

We should here observe, that after the failure of the former attempt to land †, the Sirius and her consorts had proceeded off Port Louis, in order to lull the suspicions of

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* See Suppl. Part II. p. 153 *et seq.*

† See Suppl. Part II. p. 155 *et seq.*

the enemy as to any meditated attack upon l'Isle de la Passe. To further the deception, it was now arranged by Captain Pym, the senior officer, that they should return by different routes; la Nereide taking the shortest, on account of her inferior sailing.

The Sirius arrived off the island while Captain Willoughby, who had volunteered to conduct the attack, was still at a great distance to leeward; and Captain Pym, fearing that the enemy might gain some intimation of his intention, as well as being eager to avail himself of the favorable state of the weather, resolved to despatch his own boats and the Iphigenia's, without waiting for those of la Nereide. Accordingly, at 8-30 P. M. (Aug. 13th) two launches, two pinnaces, and two cutters, containing about 120 officers, seamen, and marines, pushed off from the Sirius, under the command of Lieutenant George R. Norman, and the guidance of a faithful black pilot, whose services had been secured by Captain Willoughby.

Fortunately for the assailants, just as they got abreast of the outer battery, the moon, which had been shining very bright, became suddenly obscured, and drizzling rain descended, thereby enabling them to reach the third battery before their approach was discovered. The enemy then challenged the leading boat, commanded by Lieutenant John Wyatt Watling, and opened a fire which proved rather destructive to her crew.

Dashing on, the whole of the boats soon reached the landing place, where the two French howitzers did considerable execution. Lieutenant Norman, after vainly attempting to scale a breast-work, and when in the act of turning round to try the *chevaux-de-frise*, was shot dead by a sentinel, who had scarcely discharged his musket before he himself fell by the hands of a British sailor. The command of the storming party then devolved upon Lieutenant Chads, who soon had the satisfaction of seeing the enemy fly in every direction, at the point of the sword, pike, and bayonet. The total loss sustained by the British was five killed and twelve wounded.

Thus fell l'Isle de la Passe, the key, as we have before

observed, to Grande Port, where the enemy's cruisers frequently assembled, and to which they had sent many of their valuable prizes taken in the Indian seas. So completely was the French commandant taken by surprise, that he neglected to destroy his private signals and instructions, by means of which a successful *ruse* was afterwards practised by Captain Willoughby, who wrote to Lieutenant Chads as follows:—

"Sir,—As the officer who volunteered, and expected to head the storming party at l'Isle de la Passe, though from the bad sailing of his Majesty's ship Nereide it was impossible for me to be present, I consider it justice to one of the handsomest *coups* of our campaign, to declare that I think a more gallant action could not be performed; and that I always considered, and do now, l'Isle de la Passe as an extremely strong fortification against boats or storming. I return you my sincere thanks for the great help this capture gave me, in enabling me instantly to attack Point du Diable, and to put in execution the wishes of his Excellency the Governor of Bourbon *. (Signed) "N. J. WILLOUGHBY."

Mr. James, in the fifth volume of his Naval History, second edit. p. 401, says, "we cannot understand how it happened, that the official account" (his own, by-the-bye, is a most incorrect one) "of this very dashing exploit, did not find its way into the London Gazette." He would have expressed still greater surprise had he known, that it contained no mention whatever of the Iphigenia's boats, nor any acknowledgment of the assistance rendered by nearly 50 of her crew, then serving under the command of Lieutenant Chads. We shall here present our readers with a copy of this hitherto unpublished document:—

"*Sirius, entrance of Grande Port, Aug.* 14, 1810.

"Sir,—L'Isle de la Passe is in our possession—it completely commands Grande Port. At dusk, last night, I hoisted out my boats, and ran down in sight of the rocks. At half-past 8, they pushed off; and, at 11, got within hail and completely surprised the island in the rear; it was stormed and carried in a few minutes. I knew the tried gallantry of the officers and men, as also the good qualities of the boats; I therefore expected every thing that was done, and am convinced that nothing could excel the gallantry of Lieutenant Norman and all the officers and men under his

* See Suppl. Part II. pp. 156—158.

command; but sorry I am to say, he lived only a few minutes after the victory. In him, the service has lost a most zealous, gallant, and valuable officer. Johnson, the pilot, shewed the utmost address and gallantry in approaching the island. Much credit is due to Mr. Enwright the surgeon, and his assistant, for their close attendance, both being on shore before a wounded man could be taken out of the boats. Our loss has been severe, but from the importance of this post, I think it could not have been well less. The bay inside the island will hold any number of vessels; the whole coast near the port is unprotected, and the water is very smooth. I have to request you will particularly recommend, as being highly deserving of promotion, Lieutenants Chads and Watling; Lieutenants James Cottell and William Bate, of the royal marines; Lieutenant Davis, of the engineers, (a passenger with me, who volunteered his services in the boats,) an officer of great ability, to whom I have entrusted the new and additional defence of the island) Mr. Saunders, master's-mate, whom I shall be proud to have as lieutenant of this ship; and Messrs. Parr, Andrews, Simpson, Braithwaite, De Horun, and Hislop, midshipmen, but who have not yet served their time. I enclose a list of the killed and wounded, and shall get every other necessary paper, as soon as possible, to accompany this. I have the honor to be, &c. (Signed) "S. PYM."

"*To Commodore Rowley, Boadicea.*"

As the names appear in Captain Pym's letter, so was the seniority of Lieutenants Chads and Watling; notwithstanding which, he afterwards granted the latter officer a certificate, wherein is the following paragraph:—

"I do further certify, that the conduct of the said Lieutenant Watling in the attack of l'Isle de la Passe, under Lieutenant Norman, of the Sirius, was truly gallant, and that after the latter was killed, by his side, in the moment of victory, he took the command."

Although the latter part of this quotation is too absurd to require any comment, we shall here give an extract of a letter subsequently addressed to Lieutenant Chads by Captain Bate, R. M.

"It was impossible Lieutenant Watling could have taken the command after poor Norman's death, you being his senior officer, and I do well recollect your claiming it in the presence of Captain Cottell and myself, and that we both acknowledged you as our commanding officer."

Ten days after the capture of l'Isle de la Passe, the Iphigenia and Magicienne arrived there, and formed a junction with the Sirius and Néreide. The disastrous result of an

attack made by these four frigates upon a French squadron, under Mons. Duperré, whom Captain Willoughby had decoyed into Grande Port, by means of the enemy's own signals, has been officially described at pp. 164—166 of Suppl. Part. II. The particular share borne by the Iphigenia in this battle is more fully shewn at pp. 169, 170, and 172 of the same volume. Her loss consisted of five men killed and thirteen, including her first lieutenant *, severely wounded. It is now our province to narrate the subsequent gallant conduct and laborious exertions of Captain Lambert, his officers and crew.

After driving two of the enemy's ships † on shore, and silencing the battery de la Reine, Captain Lambert sent a boat to the Sirius for orders, and was directed to warp out of gun-shot. This he commenced doing by the stern, with the stream and kedge-anchors, at the same time sending the end of his best-bower cable on board the Magicienne, for her to endeavour to heave off by. The Iphigenia had previously received a supply of 18-pound shot from the Sirius, having fired away all her own while gallantly supporting la Néreide.

At day-light (Aug. 24), when the whole of the enemy's ships were discovered "*on shore in a heap*," and la Néreide lying "*a perfect wreck*," Captain Lambert having warped the Iphigenia into the channel by which Captain Willoughby had entered, considered that he had a noble opportunity of retrieving the misfortunes of the battle, by running down, and placing his frigate close under the sterns of the Frenchmen. Lieutenant Chads, with a message to this effect, and a proposal to take on board a portion of the crews of the Sirius and Magicienne, went immediately to Captain Pym; who returned for answer that Captain Lambert must continue warping out, as he and his officers had still hopes of getting the Sirius afloat. The enemy having then recommenced firing, and some of his shot reaching the Iphigenia, Captain Lambert next sent Lieutenant Edward Grimes, to say that he should be obliged to renew the action in his own defence,

* Now Commander Robert Tom Blackler.

† La Minerve frigate and the Ceylon Indiaman.

and again requested permission to close with la Bellone and her consorts. Shortly afterwards, Lieutenant Watling came from the Sirius, with a message to the same effect as that sent back by Lieutenant Chads. The Iphigenia accordingly resumed her labours; and, as soon as she had removed a little farther off, the French directed the whole of their fire at the Magicienne. By 10 A. M., the Iphigenia was warped close to the Sirius, and Captain Lambert immediately commenced annoying the enemy, who were endeavouring to remount their guns at the battery de la Reine.

Either because Mons. Bouvet, who had taken the command of the French squadron, was not willing to risk his boats whilst the Iphigenia and Magicienne still kept up their fire, or that his whole attention was absorbed in preparations to receive the former frigate, seeing that the channel was open to her, he did not send to take possession of la Néreide until nearly 3 P. M. It being then found impracticable to get the Magicienne afloat, her officers and crew were removed to the Iphigenia, preparatory to her being set on fire; and at 7-30 P. M. she blew up with her colours flying. Her stream and both bower-anchors were weighed by Captain Lambert, the cables having been previously hauled on board his ship.

On the 25th, at 4 A. M., the Iphigenia again began warping, but it was not until 7-30 that a light air from the land enabled her to get completely out of gun-shot. In the mean time the enemy had been continually firing at her and the Sirius, both from their ships and a newly erected battery on shore.

The combined efforts of the officers and men of the Sirius, Iphigenia, and Magicienne, to get the former frigate afloat, proving utterly vain, it was next determined to destroy her. The idea of cutting away the masts, and converting her into a floating battery, does not appear to have been entertained. The ship's company and a very small portion of stores, with some of the grape and canister-shot that were on deck, but neither provisions nor water, were removed to her only remaining consort; and at eleven o'clock the Sirius was no more.

During the afternoon of the 25th, the Iphigenia continued warping against a strong wind and current, but owing to the loss of several anchors, she made very little progress towards l'Isle de la Passe, which post Captain Pym, on giving up the command to Captain Lambert, had "recommended his supporting and protecting." On the 26th, she was similarly employed, from 4 A. M. until 8-30 P. M., when she brought up about three-quarters of a mile from the island.

The next day, at 8 A. M., while again warping, and still making very small progress, Captain Lambert discovered three French frigates working up to l'Isle de la Passe. An enemy's brig had been watching his movements ever since the destruction of the Sirius. *All the ships in Grande Port were now seen afloat,* and la Bellone in an advanced position. The Iphigenia was cleared for action; but on examining into her resources, Captain Lambert had the mortification to find that she possessed no more than twenty-five broadsides of shot for the main-deck, and forty for the quarter-deck (a large proportion of which were grape and cannister), and only twelve tons of water, with very little provisions, for the support of nearly 1000 persons, including those on the island.

The enemy's squadron in the offing was commanded by Commodore Hamelin, who, at 5 P. M., summoned Captain Lambert to surrender at discretion. He refused to do so, but offered to give up l'Isle de la Passe in its present state, provided the Iphigenia was allowed to embark every British subject, and to retire unmolested. At sun-set the gallant frigate ceased warping, and brought up close to the island. In the course of the ensuing night, however, she drifted a considerable distance.

On the 28th, at 7-30 A. M, a second flag of truce came from Mons. Hamelin, urging his previous demand, and promising that all the British, both officers and men, should be allowed their parole. At 9 A. M., another boat came alongside with a summons from the Governor-General of the Isle of France. To Commodore Hamelin, Captain Lambert replied, offering to surrender his frigate and l'Isle de la Passe,

the next day, at 10 A. M., provided the French authorities would furnish, within a month, a conveyance for the whole body under his command and protection to any British settlement. To General De Caen, he sent copies of his correspondence with the Commodore, and expressed a hope that his Excellency would require no alteration in the terms proposed.

At 1 P. M., there arrived a second letter from General De Caen, pledging the faith of his Government, that, *within a month*, he would send every officer and man, then with Captain Lambert, either to the Cape of Good Hope or to England, on condition of their not serving again until regularly exchanged; and also that no one should be deprived of his private property. It is said, that a sanguinary threat accompanied this last summons. Surrounded as he then was by an overwhelming force, and without a prospect of succour, Captain Lambert had no alternative but to surrender. In the necessity of this measure, his two brother-officers most fully concurred. The terms of the capitulation, however, were most basely violated.

Captains Pym, Lambert, and Curtis, with their respective officers and crews, Captain Todd of the 69th regiment, whom Captain Willoughby had appointed commandant of l'Isle de la Passe, and the soldiers forming the garrison, were marched to Port Louis, and there treated in the harshest manner. Captain Lambert received many insults, and his brave companions were plundered of almost every article belonging to them; the whole of the commissioned officers, military as well as naval, with the exception of those named above, were cooped up in the cabin of a captured Indiaman, where the only light and air admitted were through the quarter-galleries and a small hatchway, the ports and stern-windows being planked in:—when allowed to go upon deck, although in so hot a climate, the comfort of an awning even was denied them; their provisions were execrably bad, and very irregularly supplied; and, in spite of the solemn pledge given by De Caen, they were kept in that horrible state of confinement until the Mauritius was subjugated by the British, in the month of December following.

After the court-martial, by which the captains, officers, and ships' companies of the Sirius, Iphigenia, Magicienne, and Néreide were all "*most honorably acquitted,*" Vice-Admiral Bertie, at the particular recommendation of Captain Lambert, and to mark his approbation of Mr. Chads's former conduct, re-appointed him to the Iphigenia as first lieutenant, which was the only instance of an officer having that favor extended to him. The Iphigenia returned home, and was paid off in April, 1811.

On the 25th of the ensuing month, Lieutenant Chads waited on the First Lord of the Admiralty, with an introductory letter, of which the following is a copy:—

"Sir,—In justice to merit, permit me to introduce to you Mr. Chads, late first Lieutenant of H. M. ship Iphigenia, who served under my command upwards of two years. He is a most zealous, gallant, good officer, and invariably a volunteer on all services. I have the honor to be, &c. (Signed) "H^y. LAMBERT."

"*Right Honorable Charles Yorke,*
&c. &c. &c."

In Dec. following, Lieutenant Chads was appointed to the Semiramis frigate, Captain Charles Richardson, under whom he served, on the Irish and Channel stations, until Captain Lambert commissioned the Java 46, and applied for him to be first of that ship, in Aug. 1812.

The Java (formerly la Renommée French frigate *), was then fitting out at Portsmouth, for the purpose of conveying to Bombay the newly appointed commander-in-chief, Lieutenant-General Thomas Hislop and suite, together with a large quantity of naval stores, including copper sheathing for a 74-gun ship and two brigs building in India.

Having embarked his passengers, and received on board 86 supernumeraries, a very large proportion of whom were marine-society boys, Captain Lambert sailed from Spithead, with two of the Hon. E. I. Company's ships under convoy, Nov. 12th, 1812. About a month afterwards he captured and manned an American merchant ship, thereby reducing his complement to 272 officers, men, and boys. Of this number,

* See Vol. II. Part II. p. 834.

twenty-three were boys, eighteen raw marine recruits, and about sixty Irishmen who had never before been on salt water, except in crossing over from their own shores to England. Of the remainder of *his proper crew*, not fifty men had ever been in any other ship or vessel of war.

On the 24th of Dec., being rather short of water, and not able, without much difficulty, to get at what remained in the hold, on account of the numerous heavy articles stowed there, Captain Lambert resolved to touch at St. Salvador for a supply, and altered his course accordingly. The East Indiamen, not wishing to go so far out of their way, parted company the same day, and proceeded on their voyage without any escort. On the 29th, the Java, then in sight of the Brazilian coast, discovered, pursued, and most gallantly brought to action, the United States' ship Constitution, then mounting 55 guns, with a complement of 480 persons, amongst whom we believe, were only three boys: it is our painful duty to add, that many of her crew were British sailors, long experienced in active warfare. Lieutenant Chads thus narrates the circumstances and result of a conflict, that was no less nobly continued by himself, than it had been valiantly begun by his lamented friend and captain:—

"At 8 A. M., close in with the land, the wind at N. E., discovered a sail to the S. S. W., and another off the entrance of St. Salvador; cast off the prize in tow, and made all sail in chase of the ship to leeward. At 10, made the private signal, which was not answered. At 11, hauled up, bringing the wind on our larboard quarter; took in the studding-sails, and prepared for action; the stranger standing towards us under easy sail, and apparently a large frigate. At a little after noon, when about four miles distant, she made a signal, which was kept flying about ten minutes, when she tacked and stood from us under all plain sail, running just good full; hauled up the same as the chase; but the breeze freshening, could not carry our royals; we were going at least ten knots, and gaining very fast on the chase. At 1-30, she hoisted American colours. At 1-50, having closed with the enemy to about two miles, he shortened sail and luffed up to the wind; hoisted our colours, put ourselves under the same sail, and bore down on him; he being at this time about three points on our lee-bow. At 2-10, when half a mile distant, he opened his fire from the larboard side, which we did not return till within pistol-shot, on his weather-bow. On the smoke clearing away, found him under all sail

before the wind, and made sail after him. At 2-25, engaged him with our larboard guns, and received his starboard; then wore, and raked him close under his stern, giving him the weather-gage, which he did not take advantage of, but made sail free on the larboard tack: luffed up, gave him our starboard guns, raking, but rather distant, and made sail after him. At 2-40, enemy shortened sail; did the same, and engaged him close to windward. At 2-50, he wore in the smoke, and was not perceived till nearly round, having just lost the head of our bowsprit, the jib-boom, &c.: hove in stays hoping to get round quick and prevent our being raked, but the ship hung a long time, and we received a heavy raking broadside into our stern, at about two cables' length distant; gave him our larboard guns on falling off; the enemy wore immediately, and we did the same. At 2-55, brought him to close action within pistol-shot: the master was now wounded and carried below. Continued it till 3-5, when finding the day evidently gone, from all our rigging being cut to pieces, with our fore and main-masts badly wounded, Captain Lambert determined on boarding, as our only hope: bore up, and should have succeeded in laying him aboard abreast of his main-chains, but from the unfortunate fall of our fore-mast, the remains of our bowsprit passing over his stern, and catching his mizen-rigging, which was a great misfortune, as it brought us up to the wind and prevented our raking him. Whilst under the enemy's stern, attempting to board, there was not a man to be seen on his deck, from which circumstance I am induced to believe there was a good prospect of success. This manœuvre failing, we were left at the mercy of the enemy, which he availed himself of, wearing across our bows, raking us, when our main-top-mast went, and wearing again, at 3-20, under our stern. At 3-30, our gallant captain was mortally wounded, and carried below: from this time till our mizen-mast went, at 4-15, the enemy laid on our starboard quarter, pouring in a tremendous galling fire, whilst on our side we could never get more than two or three guns to bear, and frequently none at all. After this we fell off, and the enemy's rigging was so much cut, that he could not avoid shooting a-head, which brought us again fairly broadside and broadside; Java very frequently on fire, from firing through the wreck which lay on the side. Engaged till 4-35, when the Constitution made sail a-head, and got out of gun-shot, where she remained an hour, repairing her damages, leaving us a perfect wreck, with our main-mast only standing, and main-yards gone in the slings. Every exertion was made by us, during this interval, to place the ship in a state to renew the action; we succeeded in clearing the wreck of our masts from the guns, and endeavoured to get before the wind by setting sails on the stumps of the bowsprit and fore-mast; got the main-tack forward, the weather yard-arm remaining aloft; cleared away the booms, got a top-gallant-mast out, and commenced rigging it for a jury-fore-mast, intending to set a lower steering-sail for a foresail. Before we could get this accomplished, we were

obliged to cut away the main-mast, to prevent its falling in-board, from the heavy rolling of the ship. The enemy now bore up to renew the action; made every preparation to receive him; reloaded the guns with round and grape. Mustered at quarters, and found 110 men missing; six quarter-deck guns, four on the forecastle, and many of the main-deckers disabled, with the wreck lying over them; the hull knocked to pieces, and the fore-mast, in falling, had passed through the forecastle and main-decks; all our masts gone, the ship making water, and one pump shot away. I consulted with Lieutenants Herringham and Buchanan, when it was determined to engage again, should the enemy give us an opportunity of so doing with a probability of disabling him, which was now our sole object; but that it would be wasting lives, in resisting longer should he resume a raking position, which unfortunately was the case. When he arrived close to us, and brought his broadside to bear, I struck, and hailed him to say we had done so; this was at 5-50. We were taken possession of at 6, by the American frigate Constitution, commanded by Commodore Bainbridge, who, immediately after ascertaining the state of the Java, resolved on burning her, which we had the satisfaction of seeing done, as soon as the wounded were removed. The Americans allowed that they had ten killed, but differed very much about their wounded, which I found to be forty-four severely, and four mortally; the number *slightly* wounded I could not ascertain *. As my account differs from the one in the public papers, said to be the official report of Commodore Bainbridge, I beg leave to state the manner in which I obtained this knowledge.

"Being, of course, anxious to discover the loss sustained by the enemy, I directed Mr. Matthew Capponi, assistant surgeon, to lend his assistance in dressing their wounded: this he did, and reported to me the statement I have made. It having also been said in the papers, that the Constitution was soon in a condition to commence a second action, I must observe, that I do not think such a statement could have been authorised by Commodore Bainbridge, for her rigging was much cut, and her masts severely wounded; so much so, as to oblige her to return to America, which she certainly otherwise would not have done; for she was waiting only to be joined by the Essex and Hornet, when the further destination of this squadron, I was given to understand, was India.

"When the prisoners were removed from the Java, she was set fire to, although but twelve leagues distant from St. Salvador, with moderate weather; the cause of which was her shattered state, and not from any fear of

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* Amongst the wounded were Commodore Bainbridge, severely; and his fifth lieutenant, mortally.

taking her to a neutral port, as stated in Commodore Bainbridge's letter, for he repaired thither with his own ship, carrying in a valuable prize, the Eleanor schooner, from London.

"It is most gratifying to my feelings to notice the gallantry of every officer, seaman, and marine on board. I can never speak too highly of the able exertions of Lieutenants William Allan Herringham and George Buchanan; Mr. Batty Robinson, master and Lieutenants Robert Mercer and David Davies, of the royal marines. To Captain John Marshall, R. N. who was a passenger, I am particularly obliged for his exertions and advice throughout the action. To Lieutenant ——— Aplin, who was on the main-deck, and Lieutenant James Saunders, who commanded on the forecastle, I also return my thanks. I cannot but notice the good conduct of the mates and midshipmen, many of whom were killed, and the greater part wounded. To Mr. Thomas Cooke Jones, surgeon, and his assistants, every praise is due for their unwearied assiduity in the care of the wounded. Lieutenant-General Hislop, Major Walker and Captain Wood, the latter of whom was severely wounded, were solicitous to assist and remain on the quarter-deck."

Annexed is a statement of the comparative force of the two ships:—

	JAVA.	CONSTITUTION.
Main-deck	28 long eighteen-pounders	32 long twenty-four pounders.
Quarter-deck, and Forecastle,	16 thirty-two-pounder carronades and 2 long nine-pounders,	22 thirty-two-pounder carronades.
	Total 46 guns, exclusive of a boat's carronade.	54 guns, exclusive of an 18-pounder carronade on a travelling carriage.
Broadside weight of metal	long guns, 261; carronades, 256 — 517 pounds.	long guns, 384; carronades, 354 — 736 pounds.
Complement	Officers and men belonging to the ship 249; Boys 23; Officers, &c. passengers 19; Supernumerary men and boys 86 — Total 377	477; 3; none; none — Total 480.
Size in tons	1081	1533

The following is an abstract of the loss sustained by the Java in this long and well-fought action.

Killed.—Messrs. Charles Jones, Thomas Hammond, and William Gascoigne, master's-mates; William Salmond, midshipman; Thomas Joseph Matthias, sup. clerk; twelve seamen, and four marines:—total 21.

Wounded.—Captain Henry Lambert, Mr. Edward Keele, midshipman, and one sailor, mortally: Mr. James Humble, boatswain, and four men,

dangerously: Captain J. T. Wood (aide-de-camp to Major-General Hislop); Mr. Batty Robinson, master; Lieutenant David Davies, R. M.; Messrs. Charles Keele, Martin Burke, Frederick Morton, and William Brown, midshipmen; and forty-five sailors, marines, and boys, severely: Captain John Marshall, Lieutenants Henry Ducie Chads and James Saunders; Mr. James West, midshipman; and thirty-nine men and boys, slightly:—total 103.—Grand total 124.

Lieutenant Chads, in his official report to the Admiralty, written two days after the action, says, "I cannot conclude this letter without expressing my grateful acknowledgments, thus publicly, for the generous treatment Captain Lambert, and his officers have experienced from our gallant enemy." But, in a subsequent despatch, he informs their lordships, that the *crew* of the Java "were pillaged of almost every thing, and kept in irons." Speaking of those who were either dangerously or severely wounded, Mr. Jones, the surgeon, observes,—"Their removal to the Constitution, the deprivations they there experienced as to food, and the repeated disturbances they suffered by being carried below, and kept there for several hours three different times, on the report of an enemy heaving in sight; when these, I say, are considered, and the results contrasted with those of the American wounded, who were placed in the most healthy part of the ship, provided with every little luxury from competent and attentive nurses, and not allowed to be removed when ours were thrust into the hold with the other prisoners, the hatches at once shutting out light and fresh air, and this too in the latitude of St. Salvador, the recovery of our seamen appears as miraculous as it has already proved happy; and truly evinced both resignation and courage, in patiently submitting without a complaint to the cruelties of their situation, and firmly contending with every obstacle which chance or oppression could present or inflict. The unfortunate visitation of contagious diseases among the crew, on our passage home, proved a melancholy addition to our late disasters; they mended exceedingly, however, when we obtained supplies at the Western Islands; and on our arrival at Portsmouth, only two inefficient men remained on my list."

The surviving officers, men, boys, &c. of the Java returned home from Brazil in two cartels; and were tried by a court-martial for the loss of their ship, on the 23d April, 1813. Major-General Hislop's evidence on this occasion was as follows:—

"It would be presumption in me to suppose that any testimony of mine can be requisite to give weight to the more substantial proofs which must appear before this honorable court, in manifestation of the exemplary conduct of Lieutenant Chads, as connected with the important matter submitted to its investigation and judgment. Impressed, notwithstanding, with the hope, that if I cannot strengthen, I shall not at any rate diminish the claims he may otherwise be found to have to a decision most honorable to him, I have felt induced to give indulgence on the present occasion to the expression of those feelings of admiration, with which I witnessed the cool, firm, and determined resolution of that officer, when it was but too evident that no chance remained to him of any successful resistance on a renewal of the action against the enemy; nevertheless, his determination to maintain the contest, should the possibility of hurting or disabling the enemy's ship present itself, remained unshaken. Such an opportunity, however, was not put in his power, and it was not until the unavailing loss of innumerable lives was at the very point of being effected, that he consented to yield to the superior force he had contended with, thereby exhibiting to the latest moment a degree of undaunted perseverance which did not fail to acquire him the encomiums of the enemy he had been opposed to, whose voluntary and unexpected avowal thereof was, in the handsomest terms, communicated to him. It would also be presumption in me to speak of the distinguished bravery and merit exhibited by the late Captain Lambert, to the moment of receiving his much lamented wound, and whose melancholy fate I shall ever most deeply deplore.

"I beg further to offer to this honorable court, a note that was transmitted to me by Commodore Bainbridge, which will shew the opinion our enemy entertained of the action.

(COPY.)

"Commodore Bainbridge has learned, with real sorrow, the death of Captain Lambert; though a political enemy, he could not but greatly respect him for the brave defence he made with his ship; and Commodore Bainbridge takes this occasion to observe, in justice to Lieutenant Chads, who fought the Java after Captain Lambert was wounded, that he did every thing for the defence of that ship, that a brave and skilful officer could do; and that further resistance would have been a most wanton effusion of human blood."

The testimony of Captain Marshall was equally creditable to the officers and crew of the Java; and the Court agreed, that the capture of that frigate "was caused by her being totally dismasted in a very spirited action with the Constitution, a ship of considerably superior force; in which the zeal, ability, and bravery of the late Captain Lambert, her commander, was highly conspicuous, and honorable, he being constantly the assailant, until the moment of his much lamented fall; and that, subsequently thereto, the action was continued with equal zeal, ability, and bravery, by Lieutenant Henry Ducie Chads, until she became a perfect wreck, and the continuance of the action would have been a useless sacrifice of lives. The Court did therefore adjudge Lieutenant Chads, and the other surviving officers, &c. &c. to be "*most honorably acquitted.*" The president, Rear-Admiral (now Sir Graham) Moore, in returning Lieutenant Chads his sword, addressed him as follows:—

"*I have much satisfaction in returning you your sword. Had you been an officer who had served in comparative obscurity all your life, and never before been heard of, your conduct on the present occasion has been sufficient to establish your character as a brave, skilful, and attentive officer.*"

Immediately after the trial, Lieutenant Chads was presented by Major-General Hislop with an elegant sabre, on which is a suitable inscription. On the 28th of the following month, he was most deservedly promoted to the command of the Columbia sloop of war, formerly an American privateer; and, as the greatest possible compliment that could be paid to the brave defenders of the "Java," that name has since been given to a new ship of the same dimensions as the Constitution. It has long been a subject of just complaint, that no remuneration is ever allowed to naval officers for the loss of personal property, whether by capture or shipwreck. This was the second time that Lieutenant Chads had had the misfortune to be taken prisoner, and on each occasion, in company with officers of the army:—in both instances, he lost his all, without receiving any recompence;—they, on the contrary, were amply reimbursed, according to their several

ranks. Why should there be any difference of treatment between the two services? It is surely unjust to deny to one what is invariably granted to the other.

After bringing home a number of invalids from Halifax, the Columbia proceeded to the Leeward Islands, where she continued until the last Buonapartean flag that ever flew in the West Indies, was struck to Rear-Admiral Sir Philip C. Durham, who certifies, "that Captain Chads was at all times particularly active and attentive, especially at the reduction of Guadaloupe (in 1815), when he displayed the ability, activity, and zeal of a clever officer." Subsequent to this event, Captain Chads received a very flattering letter from Lieutenant-General Sir James Leith, of which the following is a copy:—

"*Guadaloupe, Sept.* 1, 1815.

"Dear Sir,—I have made arrangements, by which a proportion of the emoluments of the office of Weigh-Master, at Guadaloupe, shall be paid to you while I command here, and although but very inconsiderable, I hope you will have the goodness to accept it, as a mark of my esteem, and the sense I entertain of your zeal in the King's service, and of your exertions in the disembarkation of the troops in the late attack on this colony. I am, with much esteem, dear sir, yours faithfully,

(Signed) "JAMES LEITH."

"*To Captain Chads, H. M. S. Columbia.*"

Guadaloupe having been restored to France after the final overthrow of Napoleon Buonaparte, no benefit accrued to Captain Chads from the appointment thus kindly given to him by Sir James Leith; and the Columbia being paid off in November following, he remained without any further employment for a period of eight years. His next appointment was, Nov. 23rd, 1823, to the Arachne of 18 guns, fitting out for the East India station.

In this sloop, Captain Chads successively visited Lisbon, the Cape of Good Hope, the Mauritius, Trincomalee, and Madras; from which latter place he proceeded, on his own responsibility, to co-operate with the expedition at Rangoon, under the command of Sir Archibald Campbell, K. C. B. The very important services he there rendered to the Hon. East

India Company, and his active, gallant, and zealous exertions during the subsequent advance upon Ava, are detailed in a concise narrative of the naval operations of the Burmese war, which, for the sake of preserving its continuity, and in order to avoid the frequent repetition that would otherwise be necessary, as we descend the list of captains and commanders still before us, we shall place as an appendix to this volume. From what is there stated, our readers will learn, that the duties thus voluntarily performed by Captain Chads at Rangoon, and on the Irrawaddy, were of no common character, and that the manner in which they were executed gained him the unqualified approbation of the Admiralty, and of every superior officer;—also, we can confidently add, the esteem of all his associates. For these services he was promoted to his present rank, July 25th, 1825; appointed to the command of the Alligator 28, in November following; nominated a C. B. in Jan. 1827; and often publicly thanked by the Supreme Government, and other high authorities in India: he likewise received the thanks of parliament in common with his brother officers; and although his rank precluded him from being individually named by the senate on that occasion, his ability, bravery, and uncommon exertions were mentioned in the House of Commons, in terms the most flattering and honorable. After affixing his signature, as the senior naval officer and a civil commissioner, to the treaty of peace, he conveyed the first instalment of the indemnification money, paid by the Burmese, from Yandaboo to Calcutta; and then returned home in the Alligator, which ship he paid off at Plymouth, Jan. 3rd, 1827.

Captain Chads married, Nov. 26th, 1815, Elizabeth Townshend, eldest daughter of John Pook, of Fareham, co. Hants, Esq. and has issue two sons and three daughters. One of his brothers is a retired officer of the royal marines, and another a captain in the army.

Agents,—Messrs. Cooke, Halford, and Son.

HENRY LAMBERT, Esq.

THIS gallant and lamented officer, of whom we have spoken in the preceding memoir, entered the royal navy as midshipman, under the late Admiral Robert Man; and afterwards served on board la Virginie frigate, Captain Anthony Hunt, with whom he sailed for the East Indies in the beginning of 1798*. We there find him joining the Suffolk 74, bearing the flag of Rear-Admiral Peter Rainier, who gave him his first commission, and in due time promoted him to the command of the Wilhelmina, formerly a Dutch 32-gun frigate, but then mounting only eighteen long nine pounders, two sixes, and one twelve-pounder carronade (used as a shifting gun), with a complement of 124 officers, men, and boys. In this ship he fought a very severe action with la Psyché French privateer (formerly a national frigate), mounting twenty-four long twelve-pounders, two sixes, and ten eighteen-pounder carronades, with a crew of 250 men and boys, commanded by Mons. Trogoff, who, in the eastern hemisphere, the chief scene of his exploits, bore the character of a brave, skilful, and enterprising officer. This affair took place on the 11th of April, 1804; and is thus described by Mr. James, in the third volume of his naval history:—

"At 5-30 A. M., being on the larboard tack, the Wilhelmina passed about fifty yards to windward of the Pyché, then close hauled on the opposite tack. After a mutual broadside, accompanied on the part of the French ship by a hail to surrender, the Pyché tacked, and the Wilhelmina wore, each ship continuing to fire as her guns could be brought to bear. The plan adopted by the Psyché, of pointing every alternate gun upon the broadside at her opponent's rigging, occasioned the Wilhelmina, from the loss of bowlines and braces, to come to the wind on the starboard tack with every sail aback. While she lay in this unmanageable state, the French ship passed under her stern, and raking the Wilhelmina, shot away the main-top-mast, badly wounded the main-yard, and did considerable damage to her rigging and sails.

"Having at length paid off and got before the wind, the Wilhelmina brought her larboard broadside to bear, and presently the Pyché evinced an intention to board her upon the quarter; but seeing that she was pre-

* See Suppl. Part II. pp. 245—250.

pared to repel the attempt, the enemy put her helm hard a-starboard and sheered off. A furious cannonade was now maintained on both sides, the yard-arms nearly locking, until the Psyché, ranging a-head, crossed her opponent's bows. In practising this manœuvre, the Psyché brought herself in the wind; but by throwing her headsails aback, and keeping her after-yards square or shivering, the French ship paid off; not, however, until the Wilhelmina, with her starboard guns, had poured in a raking fire astern. After this, the two ships again got parallel to each other, and again engaged so closely that their yards were overhanging; when, at 7 A. M., profiting by her more perfect state aloft, and her very superior sailing, the Psyché ceased firing, crowded all the canvass she could spread, and stood away.

"Ill calculated, indeed, was the Wilhelmina for a chase. Her main-top-mast was down, her bowsprit wounded in two places, and her fore-mast in ten; her fore and main-yards, and her main and mizen-masts, were also wounded, and her lower rigging and all her boats more or less damaged. A Captain Wright, of the India service, was on board the Psyché during the engagement, and subsequently mentioned, that the Wilhelmina's shot, comparatively small as they were, had reduced the privateer to nearly a sinking state; the latter, at the close of the action, having seven feet water in her hold, a circumstance that sufficiently explains the manner of its termination."

Of 134 men and boys, including ten belonging to another ship, "the Wilhelmina had four mortally and six slightly wounded. La Psyché, according to the statement of the above officer, had her second captain and ten men slain, and her commander and thirty-two men wounded, thirteen of them mortally, and Mons. Trogoff dangerously."

"With such a disparity of force as evidently existed against the Wilhelmina, this was an action highly honorable to the British ship. It is true that her opponent was a privateer; but the Psyché, by all accounts, was a better appointed, better manned, and better disciplined ship, than many frigates of the same force in the French navy." Captain Lambert's commission as commander had been confirmed by the Admiralty on the 5th April, 1803; and his gallantry on this occasion was rewarded, as it well merited, by promotion to post rank, on the 10th of April, 1805.

After quitting the Wilhelmina, la Psyché proceeded with all haste, pumping day and night, to the Isle of France, where she was purchased for the national navy, and placed under the command of Mons. Bergeret, already known to us

as the gallant captain of la Virginie, in April, 1796*. The subsequent capture of la Psyché by Captain Lambert, then commanding the St. Fiorenzo frigate, has been officially described in our memoir of his first lieutenant, now Sir Bentinck C. Doyle, (p. 346 *et seq.* of Suppl. Part II.) On the 9th of Mar. 1805, the commander-in-chief of the squadron on the East India station, wrote to the Admiralty as follows:

"I feel the highest gratification in having the pleasure to enclose a copy of a letter I have very recently received from Captain Henry Lambert, containing the particulars of his success in taking the French national frigate la Psyché, Captain Jacques Bergeret, preceded by a very active pursuit. The loss of men on both sides is great; but, as usual, much more so on board the enemy. I cannot help expressing myself much pleased with the animated and spirited resolution taken by Captain Lambert, for renewing the attack, which was only prevented by victory. All the trading part of his Majesty's subjects throughout India, rejoice on the occasion of this capture, as being more apprehensive of depredations on their trade from Captain Bergeret's abilities and activity, than from the whole remaining force of the French navy at present in these seas united.

(Signed) "PETER RAINIER."

From this period we find no particular mention of Captain Lambert until his appointment to the Iphigenia frigate, about July, 1808. The manner in which he was subsequently employed has been shewn under the head of Captain Chads; and that of his much lamented death is thus described by the surgeon of the gallantly defended Java:—

"Captain Lambert was wounded about the middle of the action, by a musket-ball fired from the main-top of the Constitution. I saw him almost immediately afterwards, and found that the ball had entered the left side under the clavicle, fracturing the first rib, splinters of which had severely lacerated the lungs. I put my finger in the wound, detached and extracted several pieces of bone; the hæmorrhage was particularly trifling; his pulse became very quick and weak; the respiratory organs did not appear much affected; he said he felt no annoyance from the wound in his breast, but complained of pain extending the whole length of the spine. In a short time he became very restless, his pulse hardly perceptible, and his countenance assumed a most piteous appearance of anxious solicitude: from this state of irritability he became exhausted, and

* See Vol. I. Part I. p. 217.

gradually fell into a partial one of asphixia, from which I hardly expected him to recover.

"My opinion concerning the nature of his wound was now demanded of me by General Hislop and other officers; ocular demonstration too plainly convinced me that a vital part had been most dreadfully injured, not only by the ball, but by large splinters of bone; the former of which I suspected had lodged in the back, and produced that distress which he generally complained of: the inferior extremities lost their vitality; they were cold, and insensible to the touch. I had no hesitation in pronouncing it mortal.

"In the course of the night his sensitive faculties returned; he took a little nourishment, talked rationally, but the circulatory system remained exceedingly weak; and what I thought rather singular, the powers of respiration unimpeded: he slept a little towards the morning of the following day, and appeared better than I could have expected. About noon he was conveyed on board the Constitution—the task was a painful one; the sea was very high, and with difficulty we removed him from the wreck. I sent my assistant, with most of the wounded men, in the evening, and remained myself in the Java till within a few minutes of her being set on fire.

"Dec. 31st. I found Captain Lambert more animated; he slept a little the early part of the night, but was much worse next morning. We succeeded in safely landing him at St. Salvador, the 2d of January;—to the morning of the 3d he had intervals of ease, and signs of improvement, which though transitory, I several times ventured to hope would have a happy termination. He talked incoherently during the greater part of the fifth day; our unhappy situation seemed to produce reflections which existed uppermost in his disordered mind, on which he raved till he was completely exhausted: at night he became totally insensible, and fell into a disturbed slumber; the organs of respiration performed their office with difficulty; at every gasp the air issued from the wound with a peculiar noise; his pulse grew faint, and a few minutes before ten o'clock, he breathed his last sigh. (Signed) "THOMAS COOKE JONES."*

Thus terminated the brilliant career of Captain Henry Lambert. "In him," said Lieutenant Chads, when reporting the sad event to the Admiralty, "the country has lost a most gallant and valuable officer, and myself (who have served under his command some years), the officers, and crew, a kind friend. His remains were interred on the 5th of January (1813) with military honors, in Fort St. Pedro; and it is with much satisfaction I add, that every respect was shewn on this occasion by the Conde Dos Arcas (Governor of St. Salvador), and the Portuguese in general." At a later period,

we find Lieutenant Chads again publicly expressing himself on this mournful subject, as follows :—"Standing before this honorable court, to answer for the loss and capture by the enemy, of H. M. late ship Java, I cannot but feel myself deeply impressed at the great responsibility that attaches to me, which cannot but affect my mind with the deepest anxiety and solicitude, increased to distress by the untimely fate, and to me the irreparable loss, of my ever-to-be-lamented commander. In this situation, Sirs, I could not bear up, did I not feel the cheering though still anxious hope that I shall, with the surviving officers and ship's company, be considered by this honorable court, as having made every effort within the power of human exertion to defend and save His Majesty's ship. *I feel also great consolation in believing, that* in the detail of the action, which I shall lay before this honorable court, *the skill and determined bravery of my beloved captain, will be most conspicuous, and that in this last action of his life, although success has not crowned his exertions, his character will be unsullied, and his memory honored and revered.*" The following lines on Captain Lambert were written by George Wrattislaw, Esq. of Magdalen College, Oxford, in May, 1813:—

"A gentle spirit, yet a dauntless heart,
"Where worth and valor claim'd an equal part;
"In whom the hero, friend, and husband shone,
"And all the virtues mingled into one;
"Whose every action spoke an honest zeal,
"And foremost in his thoughts his country's weal;
"Such once was Lambert:—once the good and brave,
"Now sunk, alas! in glory's honor'd grave;
"While the lone Mourner, in her widow'd state,
"Bewails the sad severity of fate;
"And the rough seaman wets his manly eye,
"Where, cold in death, the hero's ashes lie;
"Or, as he sighing, quits the fatal shore,
"Turns his last ling'ring look to 'Salvador.'"

The subject of the foregoing sketch left four brothers, all of whom are now alive, and in His Majesty's service, viz.—

Robert, a Vice-Admiral; *John*, a Lieutenant-General and K. C. B.; *Samuel*, a Colonel in the Grenadier Guards; and *George Robert*, a Captain R. N. His only child died previous to the Java's action.

FREDERICK MARRYAT, Esq.

A Companion of the Most Honorable Military Order of the Bath; and Fellow of the Royal and Linnæan Societies.

THE Marryats are descended from le Sieur Thomas Marriatte, a protestant native of Normandy, and an officer in the Hugonot army (under Admiral Coligni), who escaped the massacre of St. Bartholomew, Aug. 24th, 1572, and fled to England with the loss of all his property. One of his descendants, Obadiah Marryat, a presbyterian divine, was ejected from the living of Aston-Clinton, co. Bucks, for non-conformity, at the restoration of Charles II.

The subject of this memoir is the second son of the late Joseph Marryat, Esq. M. P. for Sandwich, Chairman of the Committee of Lloyd's, and Colonial Agent for the island of Grenada, by Charlotte, third daughter of the late Frederick Geyer, Esq., a distinguished American loyalist, who suffered severely, as well from the steadiness of his attachment to the cause of Great Britain, during the struggle with her revolted colonies, as from the shock which property in general was made to undergo at the establishment of their independence. Thomas Marryat, M. D., father of the said Joseph Marryat, Esq. was the author of "*Therapeutics, or Art of Healing.*"

Mr. Frederick Marryat was born in London, July 10th, 1792; and entered the royal navy, as midshipman on board the Imperieuse frigate, Captain Lord Cochrane, Sept. 23d, 1806. In the ensuing winter, he witnessed the capture and destruction of three French national transports and twelve

* See Non-Conformist's Magazine.

merchant vessels; also the demolition of Fort Roquette, at the entrance of Arcasson *.

On the 12th of Sept. 1807, the Imperieuse sailed from Spithead, with the Mediterranean trade under her protection. On the 15th of Nov. following, her boats engaged a Maltese privateer, supposing that she was an enemy's vessel, and sustained a loss of sixteen men killed and wounded before they obtained possession. About the same period, Mr. Marryat incurred great personal risk by jumping into the sea, and saving the life of Mr. Henry Cobbett, midshipman, who had accidentally fallen overboard.

The Imperieuse subsequently cut out a Turkish ship from Port Valona, on the coast of Dalmatia; and in the beginning of 1808, we find her sailing from Malta, on a cruise off Catalonia and the Balearic islands, where, in the course of four months, she captured and destroyed one national brig, six gun-vessels, one privateer, and about fifty sail of merchantmen. In effecting the capture of the privateer, she lost her first lieutenant (Caulfield), and had eleven of her ship's company killed and wounded.

The Spaniards were then still under the influence of Napoleon Buonaparte; but no sooner had they evinced a disposition to shake off his yoke, than the British nation proffered the most generous aid; and Lord Cochrane, impressed with the warmest interest in favor of the patriots, resolved to make every exertion in their behalf. He accordingly entered into friendly communication with the authorities at Carthagena and Majorca, proceeded from Palma bay to the vicinity of Barcelona, and there commenced a series of active operations, by engaging, capturing, and dismantling batteries, destroying bridges, &c., in order to impede the further progress of the invading forces.

On the 31st of July, 1808, the castle of Mongat, an important work, completely commanding a pass by the road from Barcelona to Gerona, and the only position between those towns occupied by the enemy, surrendered to the Imperieuse, and

* See Commander DAVID MAPLETON.

was immediately levelled with the ground: the rock on which it stood was also blown up, and the road, filled with the fragments, thereby rendered impassable to artillery, without a heavy loss of men. The French garrison consisted of two officers and 69 men, of whom two were killed, seven wounded, and the rest taken prisoners.

In Aug. and Sept. 1808, the Imperieuse cruised on the coast of Languedoc, took three batteries, captured many trading vessels, threw rockets into the towns of Adge and Cette, destroyed the mud engines in the vicinity of the latter place, and the newly constructed semaphoric telegraphs at Bourdique, Pinede, St. Maguire, Frontignan, Canet, and Foy; together with the houses attached, fourteen barracks of the gens-d'armes, and a strong tower upon the lake of Frontignan. Besides keeping the coast in constant alarm, causing a total suspension of the enemy's trade, and harassing a body of troops immediately opposed to him, it appears from Lord Cochrane's official statement, that the comparatively insignificant force which he landed upon these several occasions, actually drew about two thousand troops from the fortress of Figueras to the defence of the French territory!

On the 13th of Nov. following, a fort near Barcelona was blown up, the city annoyed with rockets, and a small French vessel taken. Two days afterwards, the Imperieuse sustained considerable damage, and had one of her guns dismounted, whilst engaging some batteries. By his subsequent heroic defence of the castle of Trinidad, Lord Cochrane greatly retarded the progress of the French army; and he was pleased on this occasion, to make particular mention of Mr. Marryat, as will be seen by his official letter to Vice-Admiral Lord Collingwood, of which we shall here give a copy:—

"*H. M. S. Imperieuse, Bay of Rosas, Dec. 5th,* 1808.

"My Lord,—The fortress of Rosas being attacked by an army of Italians in the service of France, in pursuance of discretionary orders that your lordship had given me to assist the Spaniards wherever it could be done with the most effect, I hastened here. The citadel, on the 22d ultimo, was already half invested, and the enemy making his approaches

towards the S. W. bastion, which your lordship knows was blown down last war by the explosion of a magazine, and tumbled into the ditch; a few thin planks and dry stones had been put up by the Spanish engineers, perhaps to hide the defect: all things were in the most deplorable state, both without and within; even measures for their powder, and saws for their fusees, were not to be had—hats and axes supplied their place. The castle of Trinidad, situated on an eminence, but commanded by heights, was also invested; three 24-pounders battered in breach, to which a fourth was afterwards added, and a passage through the wall to the lower bomb-proof being nearly effected, on the 23d the marines of the Fame were withdrawn. I went to examine the state of the castle, and, as the senior officer in the bay had not officially altered the orders I received from your lordship, to give every possible assistance to the Spaniards, I thought this a good opportunity, by occupying a post on which the acknowledged safety of the citadel depended, to render them an effectual service. The garrison then consisted of about eighty Spaniards, and they were on the point of surrendering; accordingly I threw myself into it, with fifty seamen and thirty marines of the Imperieuse. The arrangement made I need not detail to your lordship; suffice it to say, that about 1000 bags, besides barrels and palisadoes, supplied the place of walls and ditches; and that the enemy, who assaulted the castle on the 30th, with 1000 picked men, were repulsed with the loss of their commanding officer, storming equipage, and all who had attempted to mount the breach. The Spanish garrison gave good assistance; and Lieutenant Bourman, of the regiment of Ultonia, who succeeded to the command of the Spanish soldiers in the castle, on Captain Fitzgerald being wounded in the hand, deserves every thing his country can do for an active and gallant officer. Inocenti Maranger, cadet of the same regiment, particularly distinguished himself by his zeal and vigilance. As to the officers, seamen, and marines of this ship, the fatigues they underwent, and the gallant manner in which they behaved, deserve every praise. I must, however, particularly mention Lieutenant Urry Johnson of the navy, Lieutenant Hoare of the marines, Mr. Burney the gunner, Mr. Lodwick, carpenter, and Messrs. Stewart, Stovin, and Marryat, midshipmen.

"Captain Hall, of the Lucifer, at all times, and in every way, gave his zealous assistance. I feel also indebted to Captain Collins, of the Meteor, for his aid.

"The citadel of Rosas capitulated at 12 o'clock this day. Seeing, my Lord, further resistance in the castle of Trinidad useless and impracticable against the whole army, the attention of which had naturally turned to its reduction, after firing the trains for exploding the magazines, we embarked in the boats of the Magnificent, Imperieuse, and Fame. I have the honor to be, &c. (Signed) "COCHRANE."

During the above operations, the Imperieuse had three

men killed and seven wounded. On the 30th of Dec., she warped into the harbour of Cadaqués, near Cape de Creux, and, after a short action, took possession of the batteries, two French national vessels, and twelve others laden with wheat for the garrison of Barcelona. On the 9th of Jan. 1809, she ran into Port Selda, drove the enemy from their works, and embarked four brass guns. Here terminated Lord Cochrane's active and gallant services in the Mediterranean.

On the 11th of April following, Mr. Marryat was employed in an explosion vessel, under Lieutenant Urry Johnson *, and conducted himself very creditably in the memorable night attack on a French squadron in the road of Aix †. He also bore a part in the unequal contest maintained by the Imperieuse on the ensuing day.

In June, 1809, Captain Thomas Garth assumed the temporary command of the Imperieuse ‡, and Mr. Marryat continued to serve under that officer until Oct. in the same year, when he was discharged into the Victorious 74, for a passage from Flushing to England, in consequence of his having been severely attacked with the Walcheren fever. On the following day, he joined the Centaur 74, flag-ship of Sir Samuel Hood, with whom he soon afterwards went back to the Mediterranean. While serving in this ship, he again risked his own life to save that of a fellow creature, by jumping overboard after a man named Thomas Moubray, who had fallen from the main-yard, while cruising off Toulon.

After an absence of about twelve months, Mr. Marryat returned home from Cadiz, in the Atlas 74, Captain James Sanders. We next find him proceeding to Barbadoes and Bermuda, as passenger on board the Africa 64, Captain John Bastard. When running down the trades, at the rate of seven knots an hour, he leaped overboard after another seaman (James Walker), but was unable to save him, being nearly two miles astern of the ship, and upwards of thirty minutes in the water before a boat arrived to his assistance.

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* Died a commander, Feb. 17th, 1816, aged 28 years.

† See Vol. I. Part I. p. 84. ‡ See Captain EATON TRAVERS.

From Bermuda, he went in the Chub schooner, to Halifax, and there joined the Æolus frigate, Captain Lord James Townshend, April 27th, 1811.

The Æolus, after visiting Quebec, and Prince Edward's Isle, was sent to cruise off New York, in company with a squadron under Captain Bastard. On the 30th of Sept. 1811, in lat. 40° 50′ N., long. 65° W., a gale of wind commenced at S. E., and soon blew with tremendous fury; the Æolus was laid on her beam-ends, her top-masts and mizen-mast were literally blown away, and she continued in this extremely perilous situation for at least half an hour. Directions were given to cut away the main-yard, in order to save the main-mast and right the ship; but so great was the danger attending such an operation considered, that not a man could be induced to attempt it, until Mr. Marryat led the way. His courageous conduct in this emergency excited general admiration, and was highly approved by Lord James Townshend, one of whose ship's company he also saved by jumping overboard at sea.

On the 17th of Nov. 1811, Mr. Marryat was removed to the Spartan frigate, Captain Edward Pelham Brenton, under whom he continued to serve on the coast of North America, until Aug. 22d, 1812. A few days previous to his leaving this ship, for a passage home in the Indian sloop of war, he was engaged in two boats attacks, in Haycos harbour and Little River, the result of which was the capture of the six American armed vessels mentioned in p. 427 of Suppl. Part I.

Mr. Marryat was promoted to the rank of lieutenant, Dec. 26th, 1812; and received his commission without going abroad for it,—a favor only granted where the particular services of the candidate appear to deserve such a mark of approbation. On the 8th of Jan. 1813, he was appointed to l'Espiegle sloop, Captain John Taylor; and on the 8th of the following month, when running down the trades, before a heavy sea, he leaped overboard after Jacob Small, a sailor who had fallen from the main rigging, but was unsuccessful on account of the time that it required to bring the vessel to, and lower a boat to assist him. On this occasion, Mr. Mar-

ryat was picked up a mile and a half distant from his sloop, in an exhausted and nearly senseless state.

After visiting Surinam, Demerara, and Barbadoes, Mr. Marryat left l'Espiegle at New Providence; proceeded from thence to sick-quarters at Halifax; and returned home a passenger on board the Spartan. His next appointment was, Jan. 31st, 1814, to the Newcastle 58, Captain Lord George Stuart, under whom he assisted at the capture of the American privateers Ida, of 10 guns and 65 men; and Prince de Neufchatel, of 18 guns and 135 men. On the 19th of Dec. 1814, he commanded the Newcastle's barge, and cut four vessels out of Boston bay; in accomplishing which service eleven of his crew were killed and wounded. He left that ship at Madeira, on account of ill health, Feb. 16th, 1815; returned to England in the Conway 24; and obtained the rank of commander on the 13th of June following.

The military events of June, 1815, being followed by a general peace throughout the civilized world, Captain Marryat then occupied himself in acquiring a perfect knowledge of such branches of science as might prove useful should the Lords of the Admiralty be pleased to employ him in any survey or voyage of discovery; and, we believe, he was actually recalled from Italy, in 1818, to conduct a mission into the interior of Africa *. About the same time he received the "warmest thanks" of the Royal Humane Society, for his "most gallant and benevolent exertions" in the cases related above, and for saving the lives of several other persons under circumstances not quite so hazardous, but still deserving of "admiration." He was also presented with the medal of that excellent institution, for his invention of a life-boat, which is described in their forty-seventh report.

Captain Marryat is likewise the inventor of a code of signals for the use of merchant vessels of all nations, including a cypher for secret correspondence. This telegraph is now used in the British and French navies; at all the principal

* See p. 101.

ports in both these kingdoms; at Calcutta, Bombay, the Cape of Good Hope, and other English settlements; and by the mercantile marine of North America; the work has also been printed in Dutch and Italian, and is eminently calculated to render important service to navigation at large, and to the shipping interest of Great Britain in particular. By an *ordonnance* of the French government, no merchant vessel can be insured in that country without having these signals on board.

On the 13th of June, 1820, Captain Marryat was appointed to the Beaver sloop; and in Sept. following, he had the honor of dining with his late Majesty on board the Royal George yatch. He subsequently proceeded to Madeira, Teneriffe, St. Jago, Trinidad on the Main, Tristan de Cunha, the Cape of Good Hope, and St. Helena, off which island he continued cruising, to windward, until the death of Napoleon Buonaparte; when, having been attacked with dysentery, he exchanged into the Rosario sloop, and brought home duplicate despatches relative to that event, from Rear-Admiral Lambert and Sir Hudson Lowe. On the day after the decease of the captive, a likeness of him was taken by Captain Marryat.

The Rosario formed part of the squadron that escorted the remains of her late Majesty from Harwich to Cuxhaven, in Aug. 1821. She afterwards cruised with some success against the smugglers in the British channel; but being found no longer seaworthy, was paid off, Feb. 7th, 1822.

In the same year, Captain Marryat published "Suggestions for the Abolition of the Present System of Impressment in the Naval Service," in which pamphlet he pointed out the propriety of all merchant vessels carrying apprentices proportioned to their tonnage, instead of West Indiamen only, as was then the case. A few months after its appearance, his Majesty's ministers put this suggestion in force, taking the scale proposed by Captain Marryat as their guide, with but little if any alteration.

Captain Marryat's next appointment was, March 31st, 1823, to the Larne of 20 guns, fitting out for the East India station, where he joined his commander-in-chief, the late

Commodore Charles Grant, C. B. on the 19th of December following.

After touching at Point de Galle, Colombo, Cochin, Tellicherry, Cananore, and Bombay, Captain Marryat was despatched to Madras, Trincomalee, and Calcutta, with directions to take the Sophie sloop under his orders, and to follow the instructions of the Governor-General of India, as to the best means of employing the Larne and her consort, in carrying on the war against Ava. His able, gallant, and zealous co-operation with the expedition under Sir Archibald Campbell, K. C. B., at Rangoon, where he was the senior naval officer from May until the middle of September, 1824, during which period he had to perform duties of no common character; and the very important services he subsequently rendered to the Hon. East India Company, as commander of an armament sent against Bassein, are detailed in a narrative of the naval operations in Ava; which, for the reasons stated in p. 255, we have placed as an appendix to this volume. From it, our readers will find, that Captain Marryat was often thanked for his services, by the Supreme Government and other high authorities in India, every operation which he arranged or conducted having been attended with complete success; he likewise received the thanks of both Houses of Parliament, in common with his brother officers; his rank alone precluding him from being individually named on that occasion.

On the demise of Commodore Grant, July 25th, 1824, the senior officer of the station promoted Captain Marryat to the command of the Tees 26; but, contrary to the custom during time of war, this appointment to a death vacancy was not confirmed by the Admiralty before July 25th, 1825, upon what grounds we are unable to state; yet we may be permitted to express our surprise at the circumstance, after the unqualified acknowledgment made by the Lords Commissioners, of Captain Marryat's distinguished services. By reference to the official navy list, it will appear that no less than twenty-four officers now take seniority above him, the whole of whom would otherwise have been his juniors.

Captain Marryat paid off the Tees, at Chatham, in the beginning of 1826; obtained a Companionship of the Bath, in Jan. 1827; and was appointed to the Ariadne 28, in Nov. 1828. In this ship, we find him employed for many months on a diplomatic service at Madeira and the Western Isles, and subsequently searching for supposed dangers in the Atlantic Ocean. In Nov. 1830, his private affairs obliged him to resign the command of the Ariadne, since which he has not been employed.

This gallant and highly talented officer married Catherine, daughter of Sir Stephen Shairp, formerly Chargé d'Affaires at the Court of Russia. His eldest brother, Joseph Marryat, Esq. is the present M. P. for Sandwich.

Agents,—Messrs. Stilwell.

THOMAS WARRAND, Esq.

Obtained the rank of lieutenant in Feb. 1800; and assisted at the capture of two Spanish corvettes, in Barcelona road, by the boats of the Minotaur 74, and Niger troop-ship, under the directions of Captain James Hillyar, on the 3d of Sept. following *. He afterwards received the Turkish gold medal for his services on the coast of Egypt.

We next find Mr. Warrand serving as signal-lieutenant to Sir Robert Calder, at the capture of two Spanish line-of-battle ships, July 22d, 1805 †; and subsequently commanding the Bloodhound gun-brig, on the Downs station, where he captured a small French privateer, Aug. 6th, 1810. Some time after this, he was appointed to the Sealark schooner, of ten 12-pounder carronades and fifty men, in which vessel he captured, after a long and severe action, la Ville de Caen lugger privateer, of sixteen long 4-pounders and seventy-five men, on the Plymouth station, July 21st, 1812. The enemy's loss amounted to fifteen or sixteen men killed, and about the

* See Vol. II. Part II. p. 850.

† See Vol. I. Part I. p. 405.

same number wounded; the Sealark had seven slain, and twenty-two, including her commander and Mr. Alexander Gunn, midshipman, wounded, several of them dangerously.

This gallant action procured Lieutenant Warrand immediate promotion; and on the 15th of the following month he was re-appointed to the Sealark, then rated a sloop of war. On the 22d of Sept. 1813, he obtained a pension for his wounds, the present amount of which is 150*l.* per annum. His advancement to the rank of captain took place July 27th, 1825.

JOHN GORE (*b*), Esq.

Was made a commander, Oct. 10th, 1812; and promoted to the rank of captain, July 27th, 1825.

CHARLES BOWEN, Esq.

Was made a lieutenant, Aug. 30th, 1807; promoted to to the command of the Driver sloop, on the African station, July 19th, 1822; and advanced to the rank of captain, July 27th, 1825. He appears to have rendered great assistance to the garrison of Cape Coast Castle during the Ashantee war; and his exertions in mounting and equipping the guns of that fortress, in 1823, drew forth the warm acknowledgments of his commodore, the late Sir Robert Mends. The Driver's subsequent co-operation with the troops under Lieutenant-Colonel Sutherland, was also handsomely acknowledged by the latter officer, in a despatch addressed to Earl Bathurst, May 28th, 1824 *.

Agent,—J. Hinxman, Esq.

* Lieutenant John King, first of the Driver, commanded a division of the British forces in the field for several months, and was slightly wounded in an action with the enemy, May 21st, 1824.

GEORGE ROBERT LAMBERT, Esq.

Completed his time as midshipman on board the Glasgow 50, Captain the Hon. Henry Duncan; and obtained the rank of lieutenant, May 5th, 1815. His subsequent appointments were, Aug. 12th, 1815, to the Ister frigate, Captain Thomas Forrest; and, Jan. 1st, 1820, to be flag-lieutenant to his eldest brother, the present Vice-Admiral Lambert, in the Vigo, 74, stationed at St. Helena. He was made a commander, Jan. 19th, 1822; appointed to the Cameleon sloop, Feb. 23d, 1824; and advanced to the rank of captain, Aug. 8th, 1825.

Agents,—Messrs. Chard.

THOMAS SMITH, Esq.

Commenced his naval career towards the close of the French revolutionary war, as midshipman on board the Nemesis 28, Captain (now Rear-Admiral) Thomas Baker; and subsequently served under the same officer in the Phœbe and Phœnix frigates. On the 10th of Aug. 1805, he assisted in capturing la Didon, of 44 guns; and on the 4th of Nov. following, we find him bearing a part in the action between Sir Richard J. Strachan and Mons. Dumanoir le Pelley, the result of which was the surrender of the whole French squadron, consisting of one 80-gun ship and three 74's *.

Mr. Smith next joined the Ajax 80, Captain the Hon. Henry Blackwood, and continued in that ship until she was destroyed by fire, near the island of Tenedos, Feb. 14th, 1807 †. He was then received on board the Pompée 74, bearing the flag of Sir W. Sidney Smith; and he appears to have been one of the petty officers employed in completing the destruction of the Turkish squadron, and a formidable

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* See Vol. I. Part II. p. 830 *et seq.*

† See *id.* p. 648 *et seq.*

redoubt on Point Pesquies, five days after the above disaster *. His first commission bears date Sept. 1st, 1807.

During the last five years of the war, Lieutenant Smith was a prisoner in France; having been captured by two national luggers, while commanding a boat belonging to the Lyra sloop, Captain William Bevians, and employed in burning the enemy's ships in Aix roads, April 12th, 1809 †. He was made a commander, June 15th, 1814; appointed, May 6th, 1815, and Jan. 1st, 1817, to the Pincher and Cherokee, sloops; and advanced to the rank of captain, Aug. 16th, 1825.

Agent,—John Chippendale, Esq.

GEORGE GOSLING, Esq.

Was born in London, Mar. 30th, 1790; and entered the royal navy as midshipman, on board the Ganges 74, Captain (afterwards Vice-Admiral Sir Thomas F.) Fremantle, in Aug. 1800. About eight months after this he witnessed one of the most bloody conflicts on record, the Ganges being attached to the division under Lord Nelson at the attack and destruction of the Danish line of defence before Copenhagen, April 2d, 1801 ‡. She was afterwards successively employed in the Baltic, Channel, and West Indies.

Early in 1802, Mr. Gosling joined the Robust 74, Captain William Henry Jervis, at Jamaica; from whence he returned home, and was paid off at Portsmouth, in the month of July. On the 5th of Nov. in the same year, he was received on board the Driver sloop, Captain Francis William Fane, with whom he served until the renewal of hostilities, in May, 1803. He was then removed to the Ville de Paris 110, Captain (now Sir Tristram R.) Ricketts; and subsequently to the Magnificent 74, commanded by his friend Captain Jervis.

The Magnificent was at first employed in cruising off the S. W. coast of Ireland, and on her return from thence

* See Vol. I. p. 800 *et seq.*, and note at p. 318.

† See Vol. I. p. 84. ‡ See Vol. I. Part I. note at p. 365 *et seq.*

to the Channel fleet, Captain Jervis was appointed senior officer of the inshore squadron off Brest, which honorable post he held until his ship was wrecked on a sunken rock near the Saintes, Mar. 25th, 1804. On this occasion, all private property was lost, and about seventy or eighty of the Magnificent's crew had the misfortune to be taken prisoners.

In May, 1804, Mr. Gosling rejoined Captain Jervis, who was then about to assume the command of the Tonnant 80, stationed off Ferrol. During a subsequent cruise in the Bay of Biscay, this ship had her main-mast much damaged, one man killed, and ten persons severely injured by lightning. On the 26th of Jan. 1805, she joined the Channel fleet with despatches from Rear-Admiral Sir Thomas Graves, relative to the escape of the Rochefort squadron, and Captain Jervis was unfortunately drowned, by the upsetting of a boat, while proceeding to the flag-ship. A memoir of this officer will be found in the Naval Chronicle, Vol. XX.

About Mar. 1805, Mr. Gosling, who had thus been deprived of the friend of his early youth, was removed from the Tonnant, then commanded by Captain Charles Tyler, to the Blenheim 74, bearing the flag of Sir Thomas Troubridge, whom he accompanied to the East India station, and whose melancholy fate he escaped sharing, by being placed on board the Fox frigate, Captain the Hon. Archibald Cochrane, to prevent his remaining idle while the Blenheim was undergoing repair at Pulo-Penang, after getting aground on a sand at the entrance of the Straits of Malacca, where she sustained the serious damages which led to her supposed ingulphment, near the island of Rodrigues, in Feb. 1807 *.

In consequence of this disastrous event, Mr. Gosling returned home in the *Concorde* frigate, Captain John Cramer (now Sir Josiah Coghill); and on that ship being paid off, in Sept. 1807, he was turned over to the York 74, Captain Robert Barton, under whom he served as master's-mate and acting lieutenant for a period of nearly two years.

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* See Suppl. Part I. p. 281 *et seq.*

The York assisted at the occupation of Madeira, by the forces under Rear-Admiral Sir Samuel Hood and Major-General Beresford, in Dec. 1807; and at the reduction of Martinique, by an expedition under Lieutenant-General Beckwith and Rear-Admiral Sir Alexander Cochrane, in Feb. 1809*. On the latter occasion, Mr. Gosling, from his knowledge of the French language, was employed as aide-de-camp to Captain Barton, who commanded a detachment of 400 men, employed in dragging guns, mortars, and howitzers up to Mount Sourier, from the eastern side of Fort Edward,—"a service of the utmost labour and difficulty, owing to the heavy rains and deepness of the roads †." Mr. Gosling also commanded the York's launch, employed under Commodore, (now Sir George) Cockburn, in landing and mounting heavy ordnance at the back of Pigeon Island, previous to the surrender of Fort Royal. For these services, he was rewarded with an appointment to act as lieutenant of the York, March 14th, 1809. In the following month, he assisted at the reduction of the Saintes, near Guadaloupe; and witnessed the capture of d'Hautpoult, a new French 74‡.

Mr. Gosling subsequently exchanged into the Jewel frigate, Captain the Hon. James W. King; and from her into the Ethalion, Captain (now Sir Thomas J.) Cochrane, which ship was paid off about Aug. 1810. His first commission bears date, Sept. 27th, 1809.

We next find the subject of this memoir serving as flag-lieutenant to Rear-Admiral Fremantle, on the Mediterranean station, where he arrived with that officer in the Fortunée frigate, and successively removed with him to the Ville de Paris, Rodney, and Milford, which latter ship he left in order to join the Havannah frigate, Captain the Hon. George Cadogan, June 26th, 1813.

Among other services performed by Rear-Admiral Fremantle, was that of obtaining the liberation of 400 Christian

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* See Vol. I. Part I. p. 264.

† See Vol. II. Part II. p. 589.

‡ See Vol. II. Part II. p. 745; and Vol. I. Part II. p. 717.

slaves at Tunis. After cruising for some time off Toulon, he was appointed to the command of a squadron employed in the Adriatic, where he continued till the whole of the French posts in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in that quarter, were surrendered to the British and Austrian forces. During this busy period, Lieutenant Gosling was not idle.

Before he left the Milford, he assisted at the capture and destruction of several French vessels. On the day after his removal to the Havannah, he gallantly seconded Lieutenant (now Commander) William Hamley, in a successful attack on ten others, armed, laden with oil, and lying aground under the batteries of Vasto, from which the enemy were driven with the loss of six men killed and seven wounded. Three weeks afterwards, he assisted at the capture of a Neapolitan convoy, under a martello tower, on the N. W. coast of Manfredonia, consisting of two heavy gunboats, one armed pinnace, and four trabacolos, the latter mounting three guns each. He subsequently commanded a detachment of boats employed in exciting a spirit of revolt against the enemy, among the inhabitants of the different islands. After the capture of Sagna, we find him despatched, in an open boat, to the squadron off Fiume, and, on his way thither, encountering a violent *bora*, or N. E. gale. From thence he followed Rear-Admiral Fremantle to the Brioni Islands, and, having communicated the intelligence with which he was charged, returned to his ship some time previous to the reduction of Zara, a fortress mounting 110 guns, besides mortars and howitzers, and defended by 2000 veteran troops, under the command of Baron Roisé, an experienced French General. The detail of this most important service, by the accomplishment of which the allies obtained complete possession of Dalmatia, will be given in our memoir of Commander Hamley.

The conjunct operations in the Adriatic being at length successfully concluded, and the European war nearly at an end, Lieutenant Gosling exchanged into the Apollo frigate, and shortly afterwards returned to England. In Nov. 1814,

he sailed for Barbadoes, as passenger on board the Swiftsure 74, Captain William Henry Webley, and there joined the flag-ship of Sir Philip C. Durham, by whom he was promoted to the command of the Muros sloop, April 25th, 1815.

During the subsequent operations against Guadaloupe, Captain Gosling appears to have been employed in covering the debarkation of some troops near Baillif, in the face of a very large force; and on the following day (Aug. 10th, 1815) he ran into Ance la Barque, anchored within grape range of the shore, and succeeded in bringing out a large merchant ship and a sloop, the former mounting two 6-pounders, and both commanded by Buonapartists.

His next appointment was, July 15th, 1818, to the Ontario sloop, fitting out for the Jamaica station. On the 17th of Dec. 1819, being then on a cruise off Cuba, he drove ashore and captured, after a long and anxious chase amongst the Colorados, a piratical schooner, formerly the Veloy, of Jamaica; and retook a French merchant brig, from Marseilles bound to the Havannah, the cargo of which had been thrown overboard in order to make room for the more valuable plunder taken from two other prizes. One of these, a brig belonging to Bremen, was also rescued from the hands of the miscreants by Captain Gosling; but the other, a Spanish trading schooner, whose crew they had deliberately massacred, upset while endeavouring to get round the above shoals, and all on board perished. In obtaining possession of the French vessel, Lieutenant Whitworth Lloyd, who commanded the boats despatched for that purpose, and two of his men, were wounded; the officers employed under his orders were Lieutenant William Maxwell and Mr. Henry Gosling, admiralty midshipmen, who succeeded in capturing sixteen of the piratical gang.

In June, 1820, Captain Gosling was obliged to get invalided, and come home for the recovery of his health. On the 4th of Oct. 1823, he was appointed to the Harrier 18, fitting out for the Irish station, where, in company with the Pelorus sloop, he captured a smuggling lugger, about the beginning of Oct. 1824. His promotion to the rank of captain took place Aug. 16th, 1825.

This officer married, Nov. 20th, 1822, Felicia Jane, fourth daughter of the Rev. Charles Johnson, a Prebendary of Wells, Rector of South Stoke, near Bath, and Vicar of South Brent and Berrow, co. Somerset; grand-daughter of the late Archdeacon Willes, of Bath and Wells; sister to Commander John S. W. Johnson, R. N.; and niece to the lady of Admiral Sir Davidge Gould, K. C. B.

Agents,—Messrs. Maude and Co.

JOHN GEORGE GRAHAM, Esq.

Was made a lieutenant, Sept. 20th, 1815; and served as such under Captains John Furneaux and James Lillicrap, in the Carron sloop and Hyperion frigate, on the East India, Cape of Good Hope, and Jamaica stations. He was promoted to the command of the Icarus brig, June 16th, 1823; and in Aug. 1824, his boats, under the directions of Lieutenant Charles Croker, captured a piratical schooner, in a creek to the westward of the Havannah, from whence they also brought out a sloop laden with the plunder of an American brig, the master and crew of which had experienced the most inhuman treatment, and were to have been put to death on the following morning. Captain Graham obtained the rank he now holds, Oct. 3d, 1825.

Agents,—Sir F. M. Ommanney and Son.

ALEXANDER THOMAS EMERIC VIDAL, Esq.

Was made a lieutenant, Feb. 6th, 1815; appointed to the Leven 24, Captain David Ewen Bartholomew, C. B., Aug. 25th, 1818; re-appointed to the same ship, under the command of Captain William F. Owen, Aug. 14th, 1821; promoted to the command of the Barracouta, surveying-vessel, on the coast of Africa, May 15th, 1823; and advanced to the rank of captain, Oct. 4th, 1825.

Agent,—John Chippendale, Esq.

JOHN LEITH, Esq.

Was made a lieutenant, Oct. 10th, 1809; advanced to the rank of commander, June 13th, 1815; appointed to the Bellette sloop, Sept. 9th, 1822; removed to the Pylades, June 28th, 1825; and promoted to the command of the Rattlesnake 28, on the Jamaica station, Nov. 11th following. He returned home, accompanied by his Grace the Duke of Manchester and suite, Aug. 12th, 1827; and was soon afterwards put out of commission.

Agents,—Messrs. Maude and Co.

HENRY PARKYNS HOPPNER, Esq.

Is a son of the late celebrated artist, and brother to Richard Belgrave Hoppner, Esq. formerly H. M. Consul-General at Venice.

This officer received his first commission in Sept. 1815; and served as junior lieutenant of the Alceste frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816. After the loss of that ship in the Straits of Gaspar, he was selected to conduct his lordship and suite, in two boats, from Pulo-Leat to Batavia *. His next appointment was, Jan. 14th, 1818, to the Alexander brig, commanded by Lieutenant (now Sir William Edward) Parry, and fitting out for the purpose of accompanying Captain John Ross in an expedition to the arctic regions. The manner in which he was employed, from that period until he lost the Fury sloop, in lat. 72° 42′ 30″ N., long. 91° 50′ 5″ W., Aug. 1825, will be seen on reference to pp. 318—364 of Suppl. Part IV†. The details of this disaster we now find would occupy too large a portion of our remaining pages,

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* See Vol. II. Part II. pp. 805—816.

† *Erratum*, Suppl. Part IV. p. 350, line 12 from the bottom, *for* carried, *read* carried from the Atlantic.

and prevent the insertion of much more interesting as well as original matter. His commission as a commander bears date Jan. 25th, 1822; and he obtained his present rank, Dec. 30th, 1825.

Agents,—Messrs. Stillwell.

RIGHT HON. CHARLES LORD COLCHESTER.

GRANDSON of the Rev. Dr. Abbot, Rector of the parish of All Saints, Colchester, whose widow married Mr. Jeremy Bentham, an eminent practitioner in Chancery, to whom her first husband's children, John and Charles, were indebted for an excellent education. The eldest of these sons married a lady of fortune, and purchased the valuable situation of Clerk of the Rules of the Court of King's Bench, with a condition, that in the event of his demise, the place should devolve to his brother. The latter, after practising for some years as a barrister-at-law, and representing the borough of Helstone in two parliaments, was appointed, in 1801, Chief Secretary to the Lord Lieutenant of Ireland, and Keeper of the Privy Seal in that part of the United Kingdom: in 1802, he was elected M. P. for Woodstock, and chosen Speaker of the House of Commons; in 1806, we find him elected to represent the University of Oxford; and in 1817, upon retiring from the above high office, the duties of which he had always fulfilled with great dignity and impartiality, he was elevated to the peerage, by the title of Baron Colchester.

Mr. Charles Abbot, the eldest son of this distinguished lawyer and statesman, by Elizabeth, daughter of Sir Philip Gibbes, Bart. of Springhead, in the island of Barbadoes, was born in London, Mar. 12th, 1798; and first embarked as midshipman, on board the Revenge 74, flag-ship of Rear-Admiral the Hon. A. K. Legge, April 8th, 1811. From June 1812 till Nov. 1813, he was a student at the Royal Naval College; and between the latter date and Mar. 13th, 1814, he appears to have been a passenger on board various ships, to join the Bacchante frigate, Captain (afterwards Sir Wil-

liam) Hoste, employed in the Adriatic. He subsequently proceeded to the North American station, under the command of Captain Francis Stanfell; and continued to serve with that officer, until paid off at Portsmouth, July 27th, 1815. His next voyage was in the Alceste frigate, to the Yellow Sea, from whence he accompanied Lord Amherst to the Chinese capital and Canton *. Henry Ellis, Esq. third Commissioner of the Embassy, in the advertisement to his journal, acknowledges himself to be chiefly indebted to the Hon. Charles Abbot for the drawings and geographical illustrations.

On the 22d of June, 1818, being then a lieutenant of nine months' standing, this officer was appointed to the Liffey 50, Captain the Hon. Henry Duncan, C. B., under whom he served until promoted to the command of the Racehorse sloop, on the Mediterranean station, Jan. 27th, 1821. He afterwards commanded and lost the Columbine of 18 guns. His advancement to the rank of captain took place Jan. 26th, 1826; and he succeeded to the honors of the British peerage, on the demise of his father, in 1829.

Lord Colchester now commands the Volage 28, on the South American station. His only brother, the Hon. Philip Henry Abbot, is a barrister-at-law.

Agents,—Messrs. Stilwell.

CHARLES HOPE, Esq.

Second son of the Right Hon. Charles Hope, Lord President of the Court of Session, in Scotland.

This officer served as midshipman on board the Alceste frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in the year 1816; obtained the rank of lieutenant, Oct. 20th, 1817; and was appointed to the Liffey 50, Captain the Hon. Henry Duncan, C. B., June 22d, 1818: his commission as commander bears

* See Vol. II. Part II. p. 805, *et seq.*

date Oct. 15th, 1822; and his next appointment was, Feb. 28th, 1824, to the Brisk of 10 guns, in which sloop he captured a large smuggling lugger, with a cargo of considerable value, near Flamborough Head, in the month of Sept. following. He attained his present rank Jan. 26th, 1826; and married, Sept. 12th, in the same year, Ann, eldest daughter of Captain W. H. Webley Parry, R. N. C. B. &c.

Agents,—Messrs. Maude and Co.

JOHN GEORGE APLIN, Esq.

Was made a lieutenant, Feb. 13th, 1808; appointed to the command of the Arrow schooner, May 24th, 1813; and promoted to the rank of commander, Mar. 12th, 1814. His last appointment was, Dec. 13th, 1823, to the Grasshopper sloop, fitting out for the Halifax station, where he received his commission as captain, dated Jan. 28th, 1826.

Agent,—Thomas Collier, Esq.

WILLIAM ROCHFORT, Esq.

Was made a lieutenant May 2d, 1810; appointed to the Nymphe 38, Captain Farmery P. Epworth, Feb. 2d, 1813; and promoted to the rank of commander, June 15th, 1814. We next find him commanding the Nimrod sloop, in the river Tyne, where he assisted the civil authorities in quelling some serious riots among the keelmen, as will be seen on reference to p. 79 *et seq.* of Suppl. Part IV. On paying off the Nimrod, at Plymouth, Oct. 13th, 1825, his ship's company presented him with a handsome sword, "as a testimony of their respect and esteem." He obtained the rank of captain, Mar. 27th, 1826.

WILLIAM KEATS, Esq.

Was made a lieutenant, Aug. 6th, 1813; and commander, April, 17th, 1816; appointed to the Cherokee sloop, attached to the Leith station, Aug. 7th, 1822; and promoted to the rank of captain, Mar. 27th, 1826.

Agents,—Messrs. Stillwell.

HON. GEORGE BARRINGTON,

One of the Commissioners for executing the Office of Lord High Admiral.

Second son of George Viscount Barrington, D. D., Prebendary of Durham, and Rector of Sedgfield, by Elizabeth, second daughter of Robert Adair, Esq. and grand-daughter of William (second) Earl of Albemarle. He was born on the 20th of Nov. 1794; made a lieutenant May 16th, 1814; appointed to the Slaney sloop, Captain Charles Sotheby, Sept. 16th following; and to the Liverpool 50, Captain F. A. Collier, June 8th, 1818; promoted to the rank of commander Dec. 7th, in the same year; and appointed to the Parthian sloop, Feb. 15th, 1823. His commission as captain bears date, Mar. 27th, 1826.

This officer married, in Jan. 1827, Caroline, third daughter of Earl Grey, on whose accession to office, in the year 1830, he was nominated a Lord of the Admiralty.

Agents,—Sir F. M. Ommanney and Son.

HENRY JOHN LEEKE, Esq.

A Deputy Lieutenant of the county of Southampton.

This officer, while serving as midshipman of the Volontaire frigate, Captain Charles Bullen, bore an active part at the capture and destruction of a French convoy in the Bay of Rosas; which brilliant service has been described in Suppl. Part III. p. 158 *et seq.* His first commission bears date Nov. 24th, 1810; and we subsequently find him a lieutenant

of the Lion 64, bearing the flag of Vice-Admiral (now Sir Charles) Tyler, commander-in-chief on the Cape of Good Hope station. He obtained the rank of commander, June 15th, 1814; and was afterwards employed, in the Alert and Myrmidon sloops, on the Downs and African stations. His next appointment was, May 31st, 1824, to the Herald yacht, in which he conveyed the newly appointed Bishops of Barbadoes and Jamaica to their respective sees; and returned home from the Havannah, with upwards of a million of dollars on board, April 22d, 1825. His promotion to the rank of captain took place May 27th, 1826. Mrs. Leeke, to whom he was united Nov. 13th, 1818, is the second daughter of James Dashwood, of Parkhurst, co. Surrey, Esq.

Agents,—Messrs. Stillwell.

THOMAS MARTIN, Esq.

Was made a lieutenant, Jan. 22d, 1806; and commander, Aug. 10th, 1813; appointed to the Jaseur sloop, fitting out for the South American station, June 3d, 1824; and promoted to the rank of captain, Aug. 2d, 1826.

Agent,—William M'Inerheny, Esq.

HENRY EDWARDS, Esq.

Was made lieutenant, Nov. 22d, 1802; and commander (from the Benbow 74) Sept. 29th, 1813; appointed to the Doterel sloop, fitting out for the Halifax station, Aug. 25th, 1825; and advanced to the rank of captain, Aug. 2d, 1826.

Agents,—Messrs. Cooke, Halford, and Son.

RODNEY SHANNON, Esq.

Is said to be related to the Earl of Bristol. He was made a lieutenant June 15th, 1810; appointed to the Briton frigate, Captain Sir Thomas Staines, Oct. 25th, 1813; and promoted

to the rank of commander, June 13th, 1815. He subsequently commanded the Leveret and Trinculo sloops, on the St. Helena and Irish stations; and obtained his present rank, Aug. 3d, 1826.

Agents,—Sir F. M. Ommanney and Son.

CHARLES HOWE FREMANTLE, Esq.

Second son of the late Vice-Admiral Sir Thomas Francis Fremantle, G. C. B. a Baron of the Austrian states, K. M. T. and K. S. F., by Elizabeth, daughter and co-heiress of Richard Wynne, of Falkingham, co. Lincoln, Esq.

This officer was made a lieutenant, Nov. 11th, 1819; appointed to the Rochfort 80, fitting out for the flag of Sir Graham Moore (his father's successor in the chief command on the Mediterranean station) April 15th, 1820; and advanced to the rank of commander, April 23d, 1822. He was afterwards employed in the coast-guard service at Lymington, and from thence appointed, June 24th, 1824, to the Jasper of 10 guns, in which sloop he visited Mexico. His commission as captain bears date, Aug. 4th, 1826; and he at present commands the Challenger 28, stationed in the East Indies. His eldest brother was created a baronet, Aug. 14th, 1821; and one of his sisters, Augusta Henrietta, is married to Sir James Fitzgerald, Bart. of Castle Ishen, in the county of Cork.

RIGHT HONORABLE LORD HENRY JOHN SPENCER CHURCHILL.

Youngest son of the present Duke of Marlborough, by Lady Susan, daughter of John, seventh Earl of Galloway.

This officer was born Sept. 22d, 1797; and we first find him serving as midshipman, on board the Glasgow frigate, Captain the Hon. Henry Duncan, C.B., in 1815. He was made a lieutenant into the Amphion 38, bearing the broad pendant

of Commodore William Bowles, on the South American station, July 14th, 1818; appointed to the Martin sloop, Captain Christopher C. Askew, May 22d, 1821; promoted to the command of the Hind 20, on the Mediterranean station, April 25th, 1823; advanced to the rank of captain, Aug. 4th, 1826; and appointed to the Tweed 28, fitting out for the Cape of Good Hope station, May 18th, 1827.

In October following, Lord Henry touched at St Iago; and many days had not elapsed after his departure from that island before five of his midshipmen, their schoolmaster, and a servant, fell victims to brain fever, supposed to have been produced by sleeping on shore; among these unfortunate young gentlemen was a son of Captain George Aldham, R. N. The Tweed returned home Jan. 21st, 1831, and was paid off, at Portsmouth, on the 9th of the ensuing month. His lordship married a daughter of John Bennet, Esq., M. P. for Wiltshire.

Agents,—Messrs. Barnett and King.

MICHAEL SEYMOUR, Esq.

Third son of Sir Michael Seymour, Bart., K. C. B., Commissioner of Portsmouth dock-yard, by Jane, daughter of the late Captain James Hawker, R. N.

This officer was born on the 3d of Dec. 1802; made lieutenant, Sept. 12th, 1822; appointed to the Sybille frigate, Captain (now Sir John Brooke-) Pechell, July 1st, 1823; promoted to the rank of commander, Dec. 6th, 1824; appointed to the Camelion sloop at Plymouth, Aug. 8th, 1825; to the Menai 26, fitting out for the South American station, Jan. 7th, 1827; and to the Volage 28, employed in the Pacific Ocean, Sep. 12th, 1827. His commission as captain bears date Aug. 5th, 1826; and he appears to have paid off the Volage, at Portsmouth, early in 1829.

Captain Seymour married, June 22d, 1829, his first cousin,

Dorothea, daughter of Sir William Knighton, Bart. G.C.H., Receiver-General of the Duchy of Cornwall, and Keeper of his late Majesty's Privy-Purse.

JOHN PAKENHAM, Esq.

SON-IN-LAW of the late Rear-Admiral Sir Home Riggs Popham, K. C. B., &c.

This officer was made a lieutenant, July 16th, 1811; appointed to the Magicienne frigate, Captain the Hon. William Gordon, Aug. 20th, 1812; advanced to the rank of commander, June 15th, 1814; appointed to the Bermuda sloop, fitting out for the Jamaica station, Sept. 4th, 1815; and to the Harrier sloop, employed on the coast of Ireland, Aug. 16th, 1825. His commission as captain bears date, Aug. 26th, 1826.

Agents,—Messrs. Cooke, Halford, and Son.

RIGHT HON. LORD WILLIAM PAGET.

SECOND son of the Marquis of Anglesey, Lord-Lieutenant of Ireland, K. G., G. C. B., &c. &c. &c., by Lady Caroline Elizabeth, daughter of the fourth Earl of Jersey.

This officer was born on the 1st of March, 1803; and he appears to have first embarked as midshipman, on board the Severn 50, commanded, *pro tempore*, by Captain the Hon. Robert C. Spencer, in Mar. 1817. He shortly afterwards followed that officer into the Ganymede 26; and we subsequently find him serving on board the Glasgow and Briton frigates. His first commission bears date April 18th, 1823; from which period he served as a lieutenant of the Aurora 46, Captain Henry Prescott, and Fly 18, acting Commander William F. Martin, on the South American station, until promoted to the command of the Fly, April 20th, 1825. On the 23d of Dec. following, he was appointed to the Philomel sloop, fitting out for the Mediterranean station; and on the 18th of Oct. 1826, advanced to the rank of captain. From

Nov. 1827 till Feb. 1829, he commanded the Royal Charlotte yacht, at Dublin; and on the 12th of Dec. in the latter year, he was appointed to the North Star 28, in which ship he has already visited Madeira, Barbadoes, Jamaica, Halifax, and Bermuda.

On the 5th of Feb. 1831, a court-martial was assembled at Portsmouth, to enquire into circumstances connected with the punishment and death of William Heritage, a boy belonging to the North Star, and to try Lord William Paget for his conduct on the occasion. On the 7th, having heard the evidence produced by the father of the deceased boy, in support of the charge, and by Lord William in his defence, together with what he had to allege in aid thereof, and having maturely and deliberately weighed and considered the whole, the court decided that the charge of cruelly flogging the said William Heritage had not been proved against the prisoner, but that it was "altogether unfounded and malicious;" and that the death of the boy was in no way to be attributed to the conduct of his captain; that it had been proved that the said boy had received, during the period of his service on board the North Star, only twelve lashes; that the offence committed by the deceased was sufficient to justify the infliction of those lashes; and that the order for the punishment of the boy subsequently given, which appears to have led to his jumping overboard, was also justified by his repeated misconduct. The court did, therefore, adjudge Lord William Paget to be "most fully and most honorably acquitted."

His lordship married, Jan. 22d, 1827, the only daughter of Lieutenant-General Baron de Rottenburg, Knight of the Royal Hanoverian Guelphic Order.

FRANCIS FEAD, Esq.

Was made a lieutenant on the 30th of Dec. 1806; appointed to the Monmouth 64, armed *en flûte*, May 12th, 1813; removed from that ship to the Leander 50, Captain

Sir George R. Collier, about the end of the same year; promoted to the rank of commander, Oct. 4th, 1814; appointed to the Pylades 18, at Portsmouth, June 1st, 1824; and invalided from that sloop, on the Jamaica station, June 28th, 1825. His commission as captain bears date Nov. 1st, 1826.

This officer married, in 1824, Helen Mary, daughter of the late Robert Scott, of Shincliffe Hall, co. Durham, Esq.

Agents,—Messrs. Maude & Co.

FREDERICK AUGUSTUS WETHERALL, Esq.

Was made a lieutenant on the 24th of Feb. 1807; appointed to the Owen Glendower frigate, Captain Brian Hodgson, Aug. 18th, 1812; promoted to the rank of commander, June 17th, 1814; and appointed to the Fly sloop, fitting out for the East India station, July 16th, 1825. His commission as captain bears date Nov. 13th, 1826.

Agents,—Messrs. Maude & Co.

HENRY LITCHFIELD, Esq.

Was made a lieutenant on the 29th of June, 1807; promoted to the command of the Mohawk sloop, July 12th, 1813; appointed to the Orestes of 18 guns (in which vessel he served for some time on the Halifax station), June 1st, 1824; and advanced to the rank of captain, Nov. 20th, 1826. He married, Jan. 1st, 1831, Louisa, only daughter of the late Henry Charles Litchfield, Esq.

Agents,—Messrs. Maude & Co.

WILLIAM WEBB, Esq.

Was made a lieutenant into the Magnificent 74, Captain (now Vice-Admiral Sir Willoughby T.) Lake, Mar. 29th, 1815; appointed to the Myrmidon 20, Captain Robert Gam-

bier, Dec. 27th, 1815; to the Liffey 50, Commodore Charles Grant, C. B., Nov. 22d, 1821; and to the Jupiter 60, Captain David Dunn, Jan. 6th, 1824; promoted to the command of the Rifleman sloop, July 17th following; and advanced to the rank of captain, in the Jupiter, bearing the flag of Rear-Admiral W. T. Lake, on the Halifax station, Dec. 2d, 1826. The Myrmidon and Liffey were employed in the Mediterranean and East Indies; and the Jupiter was paid off at Portsmouth, in Aug. 1827.

Captain Webb married, Dec. 19th in the latter year, Emily, daughter of the above mentioned flag-officer.

Agent,—John Chippendale, Esq.

TIMOTHY CURTIS, Esq.

Son of the late Rev. Charles Curtis, of Solihall, co. Warwick. Was made a lieutenant on the 8th of Mar. 1815; promoted to the rank of commander, Sept. 22d, 1821; appointed to the Weazel of 10 guns, Sept. 13th, 1823; and removed to the Medina 20, on the Mediterranean station, June 6th, 1825. His commission as captain bears date Dec. 30th, 1826. He married, Mar. 29th, 1828, Rebecca Mary, youngest daughter of his uncle, Alderman Sir William Curtis, Bart.

Agents,—Messrs. Chard.

CHARLES JAMES HOPE JOHNSTONE, Esq.

Is a son of Vice-Admiral Sir William Johnstone Hope, G. C. B. &c. He was made a lieutenant on the 9th of Sept. 1820; appointed to the Active frigate, Captain Andrew King, Dec. 28th, 1821; and advanced to the rank of commander, Sept. 6th, 1823. His next appointment was, Sept. 20th, 1824, to the Chanticleer 10, fitting out for the Mediterranean station, where he received his commission as captain, dated Dec. 30th, 1826. He married, April 23d, 1827, Eliza,

third daughter of Joseph Wood, of Hayes, co. Middlesex and Manadon Park, in Devonshire, Esq.

Agents,—Messrs. Cooke, Halford, and Son.

CHARLES SIMEON, Esq.

THIRD and youngest son of the late Sir John Simeon, Bart., M. P., and senior Master in the Court of Chancery, by Rebecca, eldest daughter of John Cornwall, of Hendon House, co. Middlesex, Esq.

This officer passed his examination in Oct. 1811; and was made a lieutenant on the 2d of June, 1812. He subsequently served under the late Captain Farmery P. Epworth, in the Bulwark 74; obtained the rank of commander, June 13th, 1815; and an appointment to the Arab sloop, fitting out for the Irish station, Nov. 2d, 1818. His commission as captain bears date Mar. 10th, 1827; at which period he was appointed to the Niemen 28, employed on the Halifax station. He married, July 5th, 1821, Frances, second daughter of Thomas Woore, of Inch House, co. Donegal, Esq.

Agents,—Messrs. Cooke, Halford, and Son.

RICHARD AUGUSTUS YATES, Esq.

RECEIVED his first commission in May, 1809; and most gallantly seconded Lieutenant (now Captain) Stephen Popham, in a successful attack upon la Jeune Louise, French schooner privateer, of 14 guns and 35 men, by the boats of the Quebec frigate, Captain C. S. J. Hawtayne, Nov. 8th, 1810*. We subsequently find him senior lieutenant of the Barrosa 36, Captain William Henry Shirreff, in which ship he served from Oct. 1812, till advanced to the command of the Amaranthe sloop, June 7th, 1814. His next appointment was, Jan. 4th, 1826, to the Espiegle of 18 guns, fitting out for the

* See Suppl. Part IV. p. 87.

Jamaica station; from whence he returned home, passenger on board the Rattlesnake, in company with the Duke of Manchester and suite, Aug. 12th, 1827. His promotion to the rank of captain took place on the 12th of March preceding.

Agent,—T. Collier, Esq.

EDWARD LE CRAS THORNBROUGH, Esq.

Is the only surviving child of Admiral Sir Edward Thornbrough, G. C. B.; and was born at Portsmouth, in the year 1795 *. He entered the royal navy as midshipman on board the Kent 74, Captain Thomas Rogers, Feb. 14th, 1806; and served under his father's flag, in the Prince of Wales 98, Ville de Paris 110, and Royal Sovereign of similar force, on the Mediterranean station, from June 1806, till the year 1809. He then joined the Apollo frigate, Captain Bridges Watkinson Taylor, and continued in that ship during the remainder of the war. On the 13th of Feb. 1812, he assisted in capturing under the batteries of Corsica, the French frigate-built storeship Merinos, of 850 tons, pierced for 36 guns, mounting 20 long 8-pounders, with a complement of 126 men; of whom 6 were killed and 20 wounded. The Apollo appears not to have sustained any loss on this occasion, although, in consequence of being nearly becalmed, exposed to the fire of the batteries for above four hours. She was subsequently employed in the Adriatic, where we find her capturing the French national xebec Ulysse, of 6 guns and 56 men, attached to the Corfu flotilla. On the 21st of December in the same year, her boats and those of the Weazle, sloop, captured and blew up the strongest tower between Brindisi and Otranto, containing a telegraph, three guns, and three swivels. On the 29th of Jan. 1813, the island of Augusta, with a garrison of 139 men, surrendered to a small naval and military force

* *Erratum* in Vol. I. Part I. p. 172, last line but one, *for* Taunton *read* Teignton.

under Captain Taylor and Lieutenant-Colonel Robertson; and on the 3d of the following month, the island of Curzola was obliged to capitulate after three hours' firing, during which the Apollo had her main-mast much injured by shot from the sea-batteries, her yawl sunk, and a quantity of rigging cut, one man killed, one drowned, and one slightly wounded. The ordnance and vessels taken on these occasions consisted of one mortar, seven long 18-pounders, two 8-pounders, and eight smaller guns, all mounted in battery; a despatch boat, a privateer which had greatly molested the trade of the Adriatic, two of her prizes, and seven trabacolos, &c. principally laden with grain for the garrisons of Ragusa and Cattaro; the captors had also the satisfaction of rescuing a quantity of church-plate and other valuable property, which the French were about to send away from Augusta and Curzola *.

On the 11th of April, Captain Taylor took temporary possession of a small island near Corfu, thereby enabling his boats, in conjunction with those of the Cerberus frigate, to surprise and capture two vessels laden with grain. On the 14th, he reduced the island of Malero, where the enemy had scuttled eight vessels with similar cargoes; and on the 24th, a felucca was cut out from St. Cataldo, after the French troops had been dislodged from a strong position, with the loss of 26 men taken prisoners, one killed, and several wounded. On the 28th of May, the Apollo intercepted part of a convoy under Turkish colours, bound with supplies to Corfu; and on the 10th of the following month, her boats captured a gun-vessel mounting one long twelve and a six-pounder, with an engineer officer on board, who had been employed in improving the defences of Parga and Pado †.

Early in Feb. 1814, Captain Taylor proposed measures "for commencing hostilities against Corfu, and, as a preliminary, to take the island of Paxo. On the 13th," says he, "we landed, under the lee of the island, in a hard southerly

* See Commander GEORGE BOWEN.

† See Commander WILLIAM HENRY NARES.

gale and rain, with a few of the 2d Greek light infantry, from Cephalonia, a party of seamen and marines of the Apollo, a detachment of the 35th regiment, and of the Royal Corsican Rangers, making the whole 160 men. The movements of the troops, under Lieutenant-Colonel Church, through the length of this rugged island, were so rapid, that we gave the enemy barely time to prepare for resistance, and, in consequence of their confusion, succeeded without firing even one musket." Their force was 122 men, exclusive of militia.

Shortly after this, Captain Taylor was unfortunately drowned, by the upsetting of his boat near Brindisi, where he had previously caused the destruction of the French frigate Uranie, by threatening to enter the harbour and attack her. His death was universally lamented.

On the 12th of Dec. 1814, Mr. Thornbrough was made a lieutenant; and, on the 2d of the following month, appointed to the Phœbe frigate, Captain James Hillyar. In May, 1815, he quitted that ship, and during the ensuing three years, served as flag-lieutenant to his father, then commander-in-chief at Portsmouth. His promotion to the rank of commander took place May 25th, 1818; and his commission as captain bears date April 17th, 1827; at which latter period he was serving in the Ringdove sloop, on the Halifax station.

Captain Thornbrough married, Nov. 30th, 1820, Emily, second daughter of Daniel Garrett, of Honiton, co. Devon, Esq., formerly a Commissioner of His Majesty's Customs.

Agents,—Messrs. Booth and Pettet.

ROBERT TAIT, Esq.

Was made a lieutenant into the Astræa 36, Captain John Eveleigh, Dec. 13th, 1813; appointed to the Amphion 32, Captain William Bowles, Oct. 4th, 1815; to the Euphrates 36, Captain Robert Foulis Preston, April 9th, 1816; to the Tagus 36, Captain J. W. Deans Dundas, March 31st, 1817; to the Albion 74, bearing the flag of Sir Charles V. Penrose,

on the Mediterranean station, Nov. 27th, 1817; to the Glasgow 50, Captain the Hon. Anthony Maitland, Dec. 8th, 1818; and to command the Larne sloop, Dec. 7th, 1819. He returned home, Sept. 25th, 1822; and his next appointment was, March 30th, 1826, to the Heron 18, fitting out for the South American station; where he was removed, *pro tempore*, to the Volage 28, in March 1827. He obtained the rank of captain on the 17th of the following month; and returned to England, passenger on board the Blossom 24, Captain F. W. Beechey, in Sept. 1828.

Agent,—J. Dufaur, Esq.

CHARLES HALLOWELL CAREW, Esq.

Eldest son of Admiral Sir Benjamin Hallowell Carew, K. C. B. by a daughter of the late Commissioner Inglefield, R. N.

This officer obtained his first commission on the 30th of Aug. 1820; and subsequently served as flag-lieutenant to his father, at Chatham. He was made a commander, Aug. 3d, 1824; appointed to the Cadmus sloop, on the Plymouth station, April 8th, 1826; and advanced to the rank of captain, April 17th, 1827. Mrs. Carew, to whom he was united in June, 1828, is the daughter of Captain Sir Murray Maxwell, R. N., C. B.

CHARLES GRENVILLE RANDOLPH, Esq.

Entered the royal navy, in 1806, as midshipman on board the Donegal 74, Captain (now Sir Pulteney) Malcolm, under whom he continued to serve for nearly five years, principally on the Channel station. In 1808, he witnessed the landing of the British army, under Sir Arthur Wellesley (now Duke of Wellington) on the shores of Portugal; and in Feb. 1809, the destruction of three French frigates, in the Sable d'Ollone; on which occasion the Donegal had seven men killed and

wounded*: he was also present at the memorable attack made upon the enemy's squadron in Aix Roads, April 11th, 1809†; and at the attempt made by Captain Malcolm to destroy two frigates, under the batteries of Cape La Hogue, in Nov. 1810‡. We subsequently find him serving on board the San Josef 110, bearing the flag of Lord Keith, commander-in-chief of the Channel fleet. His first commission, whereby he was appointed a lieutenant of the Impetueux 78, flag-ship of Vice-Admiral (now Sir George) Martin, on the Lisbon station, bears date Aug. 14th, 1812.

Lieutenant Randolph's next appointment was, May 13th, 1813, to the Eurotas frigate, Captain (now Sir John) Phillimore, whom he "ably assisted" in the gallant and hard-fought action between that ship and la Clorinde, of 44 guns, Feb. 25th, 1814. The official account, and some additional particulars, of this severe conflict, will be found in Suppl. Part I. pp. 245—249.

In consequence of the dangerous wounds received by Captain Phillimore, the Eurotas was afterwards commanded, *pro tempore*, by Captains Edmund S. P. Knox and Robert Bloye, and ultimately by Captain James Lillicrap, under whom Lieutenant Randolph continued to serve till promoted to the rank of commander, June 13th, 1815. On the 26th of Jan. 1819, he was appointed to the Pandora sloop, fitting out for the Irish station, which vessel he paid off in June, 1822. His commission as captain bears date April 20th, 1827.

This officer married, Nov. 19th, 1829, Juliana, daughter of Multon Lumbard, Esq.

Agents,—Messrs. Stilwell.

CHARLES STRANGWAYS, Esq.

Was made a lieutenant on the 28th of Oct. 1809; appointed to the Euryalus frigate, Captain the Hon. G. H. L. Dundas,

* See Vol. II, Part II. p. 792. † See Vol. I. Part I. p. 84.
‡ See Vol. II. Part I. p. 301.

Mar. 31st, 1810; removed from that ship to the North Star 20, Captain Thomas Coe, Nov. 4th, 1814; and promoted from the latter to the rank of commander, July 14th, 1815. The manner in which the Euryalus was principally employed will be seen on reference to Vol. II. Part I. p. 422 *et seq.* and Suppl. Part I. pp. 6—9.

This officer subsequently commanded the Onyx and Clio sloops, on the Jamaica and North Sea stations. His commission as captain bears date April 20th, 1827.

Agents,—Messrs. Chard.

EDWARD RICHARD WILLIAMS, Esq.

Was made a lieutenant into the America 74, Captain (now Vice-Admiral) Sir Josias Rowley, Bart., Dec. 14th, 1813; removed to the Alcmene frigate, on the Mediterranean station, April 19th, 1814; appointed to the Impregnable 104, fitting out for the flag of Sir Josias Rowley, May 27th, 1815; and promoted to the rank of commander, Dec. 15th in the same year. His next appointment was, Feb. 4th, 1825, to the Zebra sloop, which vessel he commanded, in the Mediterranean, till advanced to the rank of captain, April 28th, 1827.

Agents,—Messrs. Cooke, Halford, & Son.

HENRY MARTIN BLACKWOOD, Esq.

Son of Vice-Admiral the Hon. Sir Henry Blackwood, Bart., K. C. B., by his second wife, Eliza, fourth daughter of the late Captain Martin Waghorn, R. N.

This officer was born on the 11th of June, 1801; made a lieutenant Nov. 30th, 1821; appointed to the Nimrod sloop, Captain William Rochfort, July 6th, 1822; to the Active frigate, Captain Andrew King, Mar. 1st, 1823; and advanced to the rank of commander, Dec. 1st following. His next appointment was, July 26th, 1826, to the Jasper sloop, in

which vessel he served on the Mediterranean station, till promoted to the rank of captain, April 28th, 1827.

Agents,—Messrs. Cooke, Halford, & Son.

WYNNE BAIRD, Esq.

We first find this officer serving as midshipman of the Glasgow frigate, Captain the Hon. Henry Duncan, C. B., at Plymouth, in May, 1815; and next, under Captain the Hon. Anthony Maitland, at the battle of Algiers; on which occasion he was severely wounded. He obtained the rank of lieutenant Sept. 5th, 1816; and subsequently served on board the Tyne 26, Captain Gordon Thomas Falcon; and Rose sloop, Captains Thomas Ball Clowes and Henry Dundas; on the South American and Mediterranean stations. His commissions as commander and captain bear date, Mar. 31st, 1824, and April 28th, 1827.

Agents,—Messrs. Cooke, Halford, & Son.

HENRY BYAM MARTIN, Esq.

A son of Admiral Sir T. Byam Martin, G. C. B., Comptroller of H. M. navy, and M. P. for Plymouth, by Catherine, fourth daughter of the late Commissioner Robert Fanshawe, R. N.

This officer was made a lieutenant Mar. 20th, 1823; appointed to the Sybille frigate, Captain (now Sir John Brooke-) Pechell, July 1st in the same year; and promoted to the rank of commander, April 8th, 1825. His commission as captain bears date April 28th, 1827, at which period he commanded the Parthian sloop, on the Mediterranean station. His sister, Catherine, is married to her first cousin, the only son of Sir Henry William Martin, Bart.

ROBERT PATTON, Esq.

Son of Retired-Captain Charles Patton, R. N., late Agent of Transports at Portsmouth.

This officer was made a lieutenant Nov. 13th, 1810; appointed to the Loire and Junon frigates, Captains Thomas Brown and Clotworthy Upton, April 12th, 1813, and Nov. 4th, 1814; advanced to the rank of commander, June 13th, 1815; and presented with the honorary medallion of the Royal Humane Society, April 13th, 1826. His commission as captain bears date April 30th, 1827, at which period he commanded the Trinculo sloop, on the Irish station.

ROBERT AITCHISON, Esq.

Son of William Aitchison, of Drummore, East Lothian, Esq.

This officer entered the royal navy, in 1809, as midshipman on board the Lively 38, Captain (now Rear-Admiral) George M'Kinley, and continued in that ship until she was wrecked near Point Coura, Malta, Aug. 10th, 1810. He next joined l'Unité frigate, Captain (now Rear-Admiral) Patrick Campbell; with whom he was removed into the Leviathan 74, off Toulon. We afterwards find him serving under Captain (now Sir David) Milne, in the Impetueux, Dublin, Venerable, and Bulwark, two-deckers; and subsequently in the Tonnant 80, bearing the flag of Sir Alexander Cochrane, on the North American station. During the expedition against New Orleans, he received an order to act as lieutenant of the Vengeur 74, Captain (now Sir Robert T.) Ricketts; and this appointment appears to have been confirmed by the Admiralty, May 6th, 1815. After remaining on half-pay for nine months, he was appointed, May 1st, 1816, to the Leander 60, Captain Edward Chetham, C. B., in which ship he bore a part at the memorable battle of Algiers, and subsequently accompanied Sir David Milne, as his flag-lieutenant, to the Halifax station, where he continued during the

whole period of that officer's command. His commission as commander bears date July 17th, 1819; and his promotion to the rank of captain took place April 30th, 1827, at which period he was serving in the Clio sloop, on the North Sea station.

Captain Aitchison married, Dec. 18th, 1821, Eliza, daughter of the late Matthew Munro, of the island of Grenada, Esq.

Agents,—Messrs. Cooke, Halford, & Son.

HENRY EDEN, Esq.

SECOND son of the late Thomas Eden, of Wimbledon, co. Surrey, Esq., and first cousin to the present Lord Auckland.

This officer was a midshipman of the Alceste frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816. He obtained the rank of lieutenant on the 20th of Oct. 1817; and his subsequent appointments were,—June 22d, 1818, to the Liffey 50, Captain the Hon. Henry Duncan, C. B.;—Mar. 28th, 1820, to be flag-lieutenant to Sir Graham Moore, K. C. B.;—and, July 19th, 1822, to command the Martin 20, on the Mediterranean station. In 1825, when paying off that vessel, at Plymouth, her crew presented him with a handsome sword, on which is inscribed, "A tribute of respect from the ship's-company of H. M. Sloop Martin to Captain Henry Eden." He was advanced to his present rank April 30th, 1827.

Captain Eden's eldest brother was formerly a Lieutenant-Colonel of the 15th foot. One of his sisters is married to Lord Brougham and Vaux, and another to Vice-Admiral Sir Graham Moore.

Agents,—Messrs. Maude and Co.

SAMUEL THORNTON, Esq.

THIRD and youngest son of Samuel Thornton, Esq. (formerly M. P. for the county of Surrey, a Bank Director, Governor of the Russia Company, Deputy-Governor of the

Eastland Company, and brother-in-law to the late Earl of Leven and Melville.

This officer was born on the 2d of March, 1797; and first embarked as midshipman, on board the Amazon frigate, Captain (now Rear-Admiral) William Parker, May 17th, 1811. In the following month, he witnessed the capture and destruction of nine French vessels, near the Penmarks *. We subsequently find him serving under Captains Richard Dalling Dunn and James Hillyar, in the Armide and Phœbe frigates; the former employed in the Bay of Biscay, and the latter in the Pacific Ocean; where, assisted by the Cherub sloop, she captured the United States' ship Essex of 46 guns, Mar. 28th, 1814 †.

In Dec. following, Mr. Thornton joined the Cornwallis 74, fitting out for the flag of Rear-Admiral (afterwards Sir George) Burlton, with whom he proceeded to the East India station, where he was appointed, by Sir Richard King, to act as lieutenant of the Towey 26, Captain William Hill, in Oct. 1818. On his return to England, he passed his examination at the Royal Naval College, and was immediately promoted, by commission dated May 2d, 1819.

Lieutenant Thornton's next appointment was, Oct. 22d, 1821, to the Liffey 50, Commodore Charles Grant, C. B., under whom he served at the capture of Rangoon, May 11th, 1824 ‡. On the 18th of Jan. 1825, he exchanged from that ship, then commanded by acting Commodore Coe, into the Alligator 28, Captain Thomas Alexander, C. B.; and in the beginning of March, we find him ascending the Irrawaddy with despatches for the latter officer, whom he joined below Donoobew on the day previous to the first attack upon that place, of which an account is given in pp. 73—76 of the Appendix. During the subsequent operations against Maha Bandoola, he commanded the Alligator's cutter, then attached to the invading flotilla; and after the occupation of Prome, he was sent up the river as far as Patanagoh, with a small de-

* See Vol. II. Part I. p. 440. † See Vol. II. Part II. p. 861 *et seq.*

‡ See Appendix, pp. 1—8.

tachment under his orders, for the purpose of liberating any family or other boats that he might find detained by the Burmese warriors, and to endeavour to open a communication with the Arracan army, under Brigadier-General Morrison. During this trip, the Irrawaddy was accurately surveyed throughout a distance of ninety miles.

In the meantime, Lieutenant Thornton had been promoted by the Admiralty to the command of the Slaney 20; but he did not join that sloop, at Madras, until Jan. 1826. He then hastened back to Rangoon, and was there left by Captain Chads, to carry on the naval duties; while his boats, under the charge of Lieutenant George Fuller Stow, were employed in bringing down troops from the evacuated posts on the Irrawaddy *. His commission as captain bears date April 30th, 1827.

Agents,—Messrs. Cooke, Halford, & Son.

FREDERICK WILLIAM BEECHEY, Esq.

Fellow of the Royal Society, and Member of the Astronomical and Geographical Societies of London.

This officer is a son of Sir William Beechey, Knt., and was born in London, Feb. 17th, 1796. He first went to sea in the Hibernia 110, bearing the flag of Earl St. Vincent, commander-in-chief of the Channel fleet; and served as a midshipman of that ship, under Captains Tristram R. Ricketts, John Conn, William Bedford, and Charles M. Schomberg, from July, 1806, till Nov. 1807; at which period she bore the flag of Sir W. Sidney Smith, off Lisbon. (See Vol. I. Part I. p. 320, *et seq.*)

After witnessing the flight of the House of Braganza, Mr. Beechey joined the Minotaur 74; and we subsequently find him following Captain Schomberg into the Foudroyant 80, flag-ship of Sir W. Sidney Smith; President frigate, on the South American station; Elizabeth 74, for a passage from

* See Appendix, p. 116.

Rio Janeiro to England; and Astræa frigate, fitting out for the Cape of Good Hope. On the 20th of May, 1811, he bore a part in an action with a French squadron, near Madagascar, which ended in the capture of la Renommée, of 44 guns and 470 men; and led to the recovery of the settlement of Tamatave, the liberation of a detachment of H. M. 22d regiment, and the surrender by capitulation of la Néreide frigate, armed and manned precisely the same as her late consort, la Renommée *. In the following year, he was ordered home for the recovery of his health, and he appears to have afterwards served under Captains Lucius Curtis and T. R. Ricketts, in the Magicienne 36, and Vengeur 74; the latter ship forming part of the expedition against New Orleans. On the 8th of Jan. 1815, he was employed in the boats which dashed across the Mississipi, with a detachment of troops, seamen, and marines, as a diversion in favor of the general attack upon the American lines †. His first commission bears date Mar. 10th following; at which period he was serving on board the Tonnant 80, flag-ship of Sir Alexander Cochrane.

Mr. Beechey's appointments as a lieutenant were,—Sept. 13th, 1815, to the Niger 38, Captain Samuel Jackson, C. B.; in which ship he continued till she was condemned and laid up, at Halifax, from whence her officers and crew returned home in a transport:—Jan. 14th, 1818, to the Trent hired brig, commanded by Lieutenant (now Sir John) Franklin, and fitting out for the discovery of a northern communication between the Atlantic and Pacific, under the orders of Captain David Buchan, whose proceedings have been related in p. 86 *et seq.* of this volume:—Jan. 22d, 1819, to the Hecla sloop, Captain (now Sir W. Edward) Parry, with whom he penetrated to longitude 113° 54′ 43″ west from Greenwich, within the Arctic Circle ‡:—and lastly, Jan. 23d, 1821, to the Adventure sloop, Captain William Henry Smyth, who was then preparing to resume his survey of the northern

* See Vol. II. Part II. pp. 831—837.
† See Suppl. Part IV. p. 18, *et seq.*
‡ See Suppl. Part IV. pp. 318—353.

coast of Africa, from Tripoli to Egypt; and at whose suggestion it had been arranged, that a party on shore, to be conducted by Lieutenant Beechey, should proceed simultaneously along the coasts of the Greater Syrtis and Cyrenaica, and from thence as far as practicable to the eastward, communicating from time to time with his vessel, as occasions might offer in the course of their route. Mr. Henry W. Beechey, brother to the lieutenant, and who had already travelled in the Levant, was likewise attached to this expedition, with instructions to examine and report on the antiquities of the country *.

The Adventure did not arrive at Tripoli before the 11th of Sept.; and it was not till the morning of the 5th of November, that Messrs. Beechey were able to commence their long and fatiguing journey. Their party then consisted of the three gentlemen named in p. 161; three Europeans, who acted equally as interpreters and servants; three Arabs of Tripoli, to look after their horses; one Tchaous, or janissary, belonging to the Bashaw; and an escort of six Bedouins; one of whom was an aged chief, whose daring exploits had obtained for him the appellation of El Dúbbah, or the Hyæna, and who had recently been established as Shekh of Syrt, a district of more than 200 miles in extent, through which they had to travel. On the 20th, they entered Mesurata, a town situated in lat. 32° 25′ 1″ N., long. 15° 10′ 19″ E., at the eastern boundary of the cultivated districts, near the Cephalis Promontorium of Strabo, and where the coast begins to trend to the southward.

"Its remarkable position," say they, "between the fertile regions of the Cinyphus and the barren dreary wastes of the Greater Syrtis, cannot fail to make it an object of more than common interest to those who witness its singular contrast.

"From a high range of sand-hills between the town and the sea, an excellent idea may be formed of this striking peculiarity of situation; and we often toiled up their steep and yielding sides, to enjoy the singularity of the prospect.

* See pp. 156—167.

"At the foot of these masses, to the southward and to the westward, are the varied and cultivated lands of Mesurata: there are seen endless groves of palm-trees and olives, among which are scattered numerous villages and gardens, rich tracts of corn land, flocks of sheep and goats, and every where a moving and busy population. To the northward and on the eastern side, the hills are bounded by a promontory of sand-stone and the sea. To the south-eastward, a tenantless and desolate waste, without a single object rising from its surface, lies stretched in one long unbroken line, as far as the eye can range. Not a single tree or shrub is on that side to be seen; not a single house or tent; not a single human being or animal of any description. In fact, the effect of the Greater Syrtis, from this place, is that of a dreary moor—a wide tract of level waste land—without any thing to distinguish one part of it from another but the windings of a marsh, which threads its dark surface, and is lost in different parts of the unbroken horizon. A more comfortless scene can scarcely be imagined than is presented by the opening of this celebrated region, so little known at any period of history.

"As a general description of the marsh above mentioned, we should say that it commences at Mesurata, and extends southward along the coast as far as Giraff; occupying altogether a space of 101 miles by 15, and narrowing towards its southern termination. A small part of the marsh only was covered with water when we crossed it; but from the alternate laminæ of salt and alluvial deposite, as well as from the numerous small shells, principally of the trochus kind, which cover its surface, it is evident that the sea at times wholly inundates it. Our guides were constantly representing to us the danger there was of sinking, with all the usual hyperbole of Arab description. As we suspected, however, that they only made difficulties in order to save themselves the trouble of attending us in our excursions, we paid but little attention to their observations of this nature; and continued to cross the marsh, whenever our duties rendered it necessary that we should examine either the coast or the country beyond it, taking no other precautions than those of keeping in such places as appeared to ourselves to offer the firmest footing. The crusted surface occasionally gave way under our horses' feet, and discovered hollow spaces of various depths underneath, at the bottom of which appeared water: but as none of us ever sank in very deeply, we concluded that these hollows were too trifling to be dangerous, till experience at length convinced us that a portion of truth was mixed up with the exaggerated accounts of our guides, and induced us to use more precaution."

In following the route along the coast of the Greater Syrtis, which must have been as formidable to the vessels of the ancients as its sands were supposed to have been to their armies, the first rising ground which occurs, of any tolerable dimen-

sions, is Melfa; where are the remains of an old, dilapidated Marabūt, and occasionally a patch of vegetation, affording a scanty supply to a few miserable looking goats. Arar, between Mesurata and Melfa, is remarkable as possessing a tall and solitary date-tree, the only one to be met with on the coast, in a tract of more than 400 miles.

"Sooleb, (in lat. 31° 45′ 40″, long. 15° 29′ 29″) the southern limit of the marsh, according to the dimensions given by Strabo, has the advantage of some tolerable pasturage, and is in consequence occupied by flocks of sheep and goats, which are chiefly tended by negro slaves, who dwell in scattered tents, with the animals confided to their charge. The sight of a little vegetation was by no means unwelcome to us after the dismal prospect afforded by the barren flats we had just passed; and the dreary uncultivated wilds of Sooleb assumed, by comparison, some appearance of interest, which a draught or two of milk, that we were able to procure there, may probably have in some degree contributed to heighten. This refreshment was here more peculiarly welcome, as the water of Sooleb is too bitter, brackish, and stinking, to be drank without the greatest disgust: the purchase of a lamb, also, added meat to our board, which we had not tasted since we left Mesurata.

"After quitting Sooleb, which, we may here observe, occupies the place assigned in modern charts to the Gulf of Suca, we entered again upon marshy ground, and continued our route to Maháda, situated in lat. 31° 31′ 57″, long. 15° 40′ 45″. The noxious qualities of the night air in these swampy regions were sometimes severely felt by us; the atmosphere, after sunset, was always very chilly; and there was usually a heavy deposit of dew: a very offensive smell was also experienced in many parts of the marsh.

"Mahad Hassan, in lat. 31° 16″ 53″, long. 16° 6′ 40″, is the first place after the long tract of marshy land, which has any appearance of an ancient site. Its remains consist of a number of small quadrangular buildings, similar to the fortresses observable at the different stations all the way from this point to Derna.

"We arrived at Giraff" (224 geographical miles from Tripoli) "on the 11th of December, and pitched the tents upon some sand-hills bordering a plain thickly covered with low brushwood, which extended as far as the eye could reach, and from its green appearance seemed to promise some signs of habitation. Our journey across the marsh had been monotonous and uninteresting in the extreme; no objects had appeared to enliven the scene; and no sounds were heard but the voices of our own camel-drivers, and the tiresome unwearied songs of our Arab escort, which usually consisted of no more than three or four words, repeated eternally without any change of tone, and apparently without the consciousness of the performers themselves. The only sounds which broke in upon the stillness

of the night were the prayers of our friend the Dúbbah, as he chaunted them at intervals in a low and drowsy tone; and the howlings of his namesakes, who prowled about the tents, occasionally mingled with the shriller cries of the jackalls.

"On the morning of the 12th, the drivers refused to load their camels; and we were told that they would not proceed any farther, unless we paid them their wages each day in advance. This we refused most decidedly, telling them that we should abide by our agreement, and expected that they would keep theirs: we added, that we were determined at all events to proceed, and that if they persisted in refusing to load the camels, we should do so without farther ceremony ourselves. They made no reply, but all walked away to a little eminence a few yards distant, where they were presently joined by the whole of our Arab escort, except the Dúbbah, and began to prime their guns very ceremoniously, charging such of them with ball as did not happen to be already loaded. We took no other notice of this manœuvre than by having our own fire-arms in readiness, and proceeded immediately to load the camels ourselves, in which we were assisted by the Bashaw's janissary, the Dúbbah all the while recommending us to comply with the demand of the malcontents. It here became evident how little dependence was to be placed upon Skeik Mahommed and his company, and we were glad to have discovered this circumstance so early, as it might prevent us from relying upon their co-operation in cases of greater importance. We did not much expect that the Arabs would proceed to extremities; but our party, at all events, was quite as strong as theirs, and we were determined to carry our point. When the camels were loaded, and we were about to drive them off, the warmth of our opponents had abated; for an Arab very easily makes up his mind to submission, when he finds that the chances are not greatly in his favor; and they followed us without offering further resistance, resuming by degrees their customary occupations.

"We now passed over a succession of undulating ground, covered with pasturage, among which appeared flocks of sheep and goats, and here and there an Arab tent. But the most welcome objects which this change of soil afforded, were the wells of sweet water which presented themselves at Zaffran," (15 miles beyond Giraff). "The little port of Mersa Zaffran, in lat. 31° 12′ 48″, long. 16° 41′ 29″, is the first that occurs in passing eastward from the Cephalas Promontorium, and the remains of building which are found there, on the beach, will authorize the conclusion that it was used as such by the ancients. We may fairly consider it as that mentioned by Strabo with Aspis."

The people who reside at Zaffran, and indeed in every other part of the Syrtis, are Bedouins; for there is not a single permanently inhabited town or village between Mesurata and Bengazi.

We found them hospitable and obliging, and never entered one of their tents without meeting with a cordial reception: their simple fare of milk, léban, and dates, was always freely offered, and our horses were regaled with a feed of corn, which they usually found very acceptable. We cannot take our leave of Zaffran without noticing the very singular and formidable appearance of the beach on this part of the coast; and had we not ourselves beheld the extraordinary scene which it presented, we should scarcely have believed it possible that the force of the sea could, under any circumstances, have raised the large blocks of stone which are here piled up. The occasional regularity in which these are heaped one above another, induced us, on the first view of them, to imagine that they had been intentionally placed there, for the purpose of a break-water; but the long extent of the ranges soon proved the impossibility, and the idea was dismissed as heartily as it had been entertained. Heaps of sand and sea-weed are thrown up with these blocks of stone, and the roar and confusion which a moderate gale of wind here occasions, are such as in other places will seldom be found to accompany the most violent weather.

"On the 17th of December, we reached Medinet Sultàn, which has been an important military position, as the remains of several strongly-built fortresses still remaining there will attest. At Nehim there is a sandy bay, into which ships might send their boats, with almost all winds, for water, at three wells which are situated near the beach. At Hámmah also, a bay still further eastward, water may be procured almost at all times, the sea being rendered smooth by a shoal which stretches itself across the entrance. The two bays may be known by a promontory situated nearly midway between them.

"While we were pitching the tents at Hámmah, some of our horses got loose, and Shekh Mahommed el Dúbbah, who had just come up with us on his trusty mare, was violently assailed by them on all sides. He called out most lustily for help, and in the mean time exhibited uncommonly good horsemanship; wheeling about rapidly in all directions, and making his mare kick out in the intervals, to the no small amusement of our whole party, who were at first too much overcome by laughter to give him any effectual assistance. As the attack, however, began to grow serious, from the number and impetuosity of our valiant Shekh's assailants, we soon recovered ourselves sufficiently to make a diversion in his favour, and eventually to secure all the horses, though not before the Dúbbah was quite out of breath, and had broken his gun in self defence. * * * * The next morning, he took the doctor aside, and with a significant half-smile upon his countenance, begged he would furnish him with the exhilarating medicine which he had promised him on a former occasion; confessing that as he was going home, from which he had been some time absent, he was particularly desirous of assuming an animated and youthful appearance in the presence of his young and handsome wife,

who, he was fearful, he said, had already began to fancy him a little too old for her. He described this girl, to whom he had lately been married, as uncommonly pretty, and only sixteen years of age; and concluded by saying he did not despair, Imsh Allah (please God), that with the doctor's assistance, he might yet contrive to make himself agreeable to her! The doctor was not long in preparing the draught; and the Dúbbah rode off at full gallop.

"In a ravine at Mahirīga we found some very good water, which was particularly acceptable to a party of pilgrims from the westward, by whom we were joined, on their journey to Mecca. Some of them continued with us as far as Bengazi, and appeared to be very grateful for the few piastres which we gave them there, to assist in supporting them on the road to the Holy City."

On the following day, Dec. 27th, Messrs. Beechey passed the boundary of the districts of Syrt and Barca, and arrived at Sachrīn, the most southern point of the Gulf of Syrtis, lat. 30° 16′ N., long. 19° 18′ 33″ E. Few parts of the world will be found to present so truly desolate and wretched an appearance as its shores in this neighbourhood exhibit. Marsh, sand, and barren rocks, alone meet the eye; and not a single human being, nor a trace of vegetation, are to be met with in any direction. The stillness of the nights which they passed in this dreary tract of country was not even broken by the howlings of their old friends the jackalls and hyænas; and it seemed as if all the animated part of creation had agreed in the utter hopelessness of inhabiting it to any advantage. In this neighbourhood was the cave of the formidable Lamia, so much dreaded by the children of the ancients.

"Sachrīn may be said to be the bottom of the gulf, and it was here more particularly desirable to ascertain the exact form assumed by the coast in terminating this extensive bay. We proceeded therefore, to a ridge called Jerra, for the purpose of comparing the actual form of the gulf at this point with that which is assigned to it by the geographers who have hitherto described it. A thick mist for some time concealed every part; but it cleared off before noon, and we had then an extensive view of the whole line of coast. We had the various charts before us, and the opportunity which now offered itself was as favorable as could possibly be wished. But how different was the form which presented itself to our observation, from that which appeared in the authorities which we were enabled to compare with it. Instead of the narrow and cuneiform inlet

in which the gulf has in modern charts been made to terminate, we saw a wide extent of coast, sweeping due east and west, with as little variation as possible; and in the place of the numerous ports and sinuosities which appeared in the maps before us, we saw a shore but very slightly indented, which offered no possible security to vessels of any description.

"The chart ascribed to Ptolemy is the only one we are acquainted with which approaches to something like the actual form of the coast; and every step which modern geographers have receded from this outline has been a step farther from the truth.

"From Sachrin we proceeded on to Braiga, where we were led to expect, from the report of our Arab guides, that we should find a harbour full as good as that of Tripoli. It has been a strongly-fortified post, as appears from the remains of several well-constructed and spacious castles which have been erected there. The best landing for boats was found to be under a high point to the westward; and on the beach at this angle were several heaps of sulphur, collected in equal-sized masses for embarkation, which had been brought on camels from the mines to the southward, and were said to belong to the Pasha of Egypt. If there should prove to be sufficient water in the harbour of Braiga, it is probable that good anchorage would be found there, with all winds, behind reefs of breakers extending across the mouth of it: it may be easily distinguished by the very high sand-hills at the back of it, and by a ruin on the rocky point at its western extremity. Among these sand-hills are some wells, in which the water, though several hundred feet above the level of the sea, is perfectly brackish. Beyond them, to the southward, is a hilly country covered with verdure, in which a number of camels were feeding, and numerous flocks of sheep and goats. If it be necessary to give Braiga an ancient name, we should consider it as the site of the Automala of Strabo.

"We next halted near a bold rocky promontory, called by the Arabs Tabilba, on which are the remains of a castle * * *. On the beach are the remains of a wall, remarkably well constructed, or it never could so long have resisted the violence of the surf which beats against it. It appears to have formed part of a landing place or quay. We have no hesitation in supposing Tabilba to be the site of the *Maritimæ Stationes* of Ptolemy. Its position corresponds so well with that assigned to the naval stations in question, and its remains are so well calculated to induce the belief that they have originally been appropriated to the defence and accommodation of a considerable number of men, that we cannot be sceptical on the occasion. On either side of the promontory on which the castle has been built is a small sandy bay, neither of which at present affords any shelter for vessels, but from which the galleys of the ancients might have been easily drawn up on the beach, when it might not have been practicable for them to keep the sea. Mersa Braiga is in fact the only port in the gulf which can at all be considered as such, in our esti-

mation of the term; and here the shelter is afforded only by breakers, and could not prevent the small vessels of the ancients from being driven on shore in stormy weather.

"On the day after our arrival at Tabilba, we continued our journey along the coast, and proceeded to Ain Agàn, (lat. 30° 33′ 57″ N., long. 19° 50′ 42″ E.) To seaward, we observed an island about a mile in length, with breakers east and west of it, extending a considerable distance. The Arab name for this island (which is Gàra) too much resembles that of Gaia, one of those laid down by Ptolemy, to leave much doubt of their being the same. At about a mile from the shore, nearly opposite Aàlum Limirish, is a remarkably white rock, about forty feet high, and steep on all sides; it has breakers scattered about it, and should not be closely approached till better known: beyond this rock, which is called Ishaifa, we perceived the sea breaking heavily over another rock, as much as four miles from the shore, which extends itself in reefs towards Gàra. On coming abreast of Gàra, which lies about six miles off shore, we had a good opportunity of observing it with our glasses; it appeared to be covered with verdure, and we thought we perceived some appearances of building upon it. It was in vain that we longed for some means of crossing over to this island, for *there is not a boat or a vessel of any description to be found from one end of the Gulf of Syrtis to the other*; but we consoled ourselves with the idea that it would be visited by the officers of the Adventure, which we afterwards found to have been the case.

"Near Sheibah (lat. 30° 38′ 35″, long. 19° 58′ 23″) we found the water tasted very strong of sulphur, besides being brackish and stinking; but among some sand-hills two miles beyond it, there were several wells of sweet water: a circumstance which it is essential to know, as the water of Sheibah can scarcely be called drinkable, and there is no other but that just alluded to, at less than two days from the place.

"At a short distance from Rhout el Assoud (lat. 30° 50′, long. 20° 6′), we observed to the north-eastward, about a mile distant from the shore, six rocks connected by breakers, under which there appeared to be good anchorage for small vessels: the coast opposite them is low, and formed in shallow sandy bays, some of which have rocks extending across their entrance, and would afford protection for boats. On the following day we reached Carcora, where there are two coves which would serve for boats: they may be known by some high sand-hills lying between them, and by two ruins situated upon the hills inland nearly abreast of them. At the foot of the sand-hills there are some springs of fresh water, remarkably sweet and good, within a few feet of an extensive salt-marsh, and on the same level with it. With the exception of the above coves, there is nothing whatever of any interest on the coast between Carcora and Bengazi, the former situated in lat. 31° 26′ 23″, long. 20° 2′ 45″; the latter in lat. 32° 6′ 54″, and built upon the site once occupied by Berenice, the most western city of the Pentapolis.

"When we arrived within a day's journey of Bengazi, the weather, which had hitherto been very fine for the time of year, began to show that the rainy season had commenced in good earnest, and we congratulated ourselves in having escaped it so long; for had the bad weather overtaken us sooner, it would effectually have put an end to our researches, and obliged us to advance as fast as possible upon Bengazi, the only place which could have sheltered us between Mesurata and Derna. Indeed, it would have been difficult to make any progress at all; for the ravines would, in a few hours, have assumed the form of torrents, and the marshy ground have become every where dangerous, and in most places wholly impassable; our camels, besides, would have fallen every moment under their loads, as they cannot keep their feet in slippery weather, and some of our horses would certainly have sunk under the exertions which would have been necessary to overcome these additional disadvantages. As it was, we had been obliged to lead two of the horses for several days before our arrival at Bengazi, and it would indeed be thought extraordinary by those accustomed only to the horses of Europe, that any of them arrived there at all after the fatigues and privations which they had endured. They had all of them been rode through the whole of the day, over a country without any roads, for more than two months successively, exposed to the heat of the sun during the day, and without any shelter from the cold and damp of the night; while at the same time, instead of having any extra allowance to enable them to support this exertion, they were often left, unavoidably, for more than four-and-twenty hours without any thing whatever to eat or drink, and on one occasion, were as much as four days without a drop of water of any kind. A few weeks repose, in a comfortable stable, at Bengazi, was however sufficient to restore most of our horses to their former strength and condition; and they afterwards carried us in very good style over the steep woody hills and rugged passes of the Cyrenaica.

"The harbour of Bengazi appears to have been formerly capable of containing good-sized vessels, and, even in the recollection of some of the present inhabitants, the Bashaw's ships were accustomed to lie, where now only boats can be accommodated. At present it can only be entered by small vessels, drawing seven or eight feet water, and that merely in moderate weather. It is well protected from the sea by reefs of rocks, between which the entrance is so narrow as to render a pilot necessary."

Having now reached the spot where most authors have placed the Gardens of the Hesperides, the Messrs. Beechey addressed themselves to the examination of this memorable site of remote mythology; and have elucidated the question in a manner at once satisfactory and entertaining. They subsequently visited and obtained plans of the ancient cities

of Teuchira, Ptolemeta, Cyrene, and Apollonia; discovered the troglodytes, or inhabitants of caves*; completed the exploration of an extensive tract of coast which had been hitherto unsurveyed; and made drawings of every object of note which presented itself on the field of their operations. Circumstances, however, prevented their going further eastward than Derna, and limited the period of their stay in the Pentapolis to a much shorter period than they had originally expected. On the 25th of July, 1822, they embarked at Bengazi on board a bullock-vessel bound to Malta; and from thence returned to England.

Some time previous to his departure from Africa, Mr. Frederick W. Beechey had been promoted to the rank of commander; and on the 12th of Jan. 1825, he was appointed to the Blossom sloop, fitting out for a voyage to the Pacific and Behring's Strait, to co-operate with the polar expeditions under Captains Parry and Franklin. During his absence from England, a period of three years and a half, he sailed 73,000 miles, and experienced every vicissitude of climate.

After touching at Teneriffe, Rio Janeiro, Conception, Valparaiso, and Easter Island (where a native chief appears to have been shot whilst heading his people in an attack upon the boats of the Blossom), Commander Beechey surveyed Ducie's and Elizabeth Islands, the latter of which he found "differed essentially from all others in its vicinity, and belonged to a peculiar formation." He then proceeded to Pitcairn's Island, now well known to the world as the last refuge of the mutineers of the Bounty, the details of whose extraordinary history *we* first made public, in the years 1825 and 1827 †. Speaking of their descendants, he says:—

"The Pitcairn Islanders are tall, robust, and healthy. Their simple food and early habits of exercise give them a muscular power and activity not often surpassed. It is recorded among the feats of strength which these people occasionally evince, that two of the strongest on the island, George Young and Edward Quintal, have each carried, at one time, without inconvenience, a kedge anchor, two sledge hammers, and an armourer's anvil, amounting to upwards of six hundred weight; and that Quintal, at another time, carried a boat twenty-eight feet in length.

* See p. 160.

† See Vol. II. pp. 748—786, and Suppl. Part I. pp. 96—103.

Lieutenant Edward Belcher (assistant-surveyor), who was admitted to be the most active among the officers on board, and who did not consider himself behind-hand in such exploits, offered to accompany one of the natives down a difficult descent, in spite of the warnings of his friends that he was unequal to the task. They, however, commenced the perilous descent, but Mr. Belcher was obliged to confess his inability to proceed, while his companion, perfectly assured of his own footing, offered him his hand, and undertook to conduct him to the bottom, if he would depend on him for safety.

"In the water they are almost as much at home as on land, and can remain nearly a whole day in the sea. They frequently swam round their little island, the circuit of which is at the least seven miles. When the sea beat heavily on the island, they have plunged into the breakers, and swam to sea beyond them. This they sometimes did pushing a barrel before them, when it could be got off in no other way, and in this manner we procured several tons of water without a single cask being stove. The women are nearly as muscular as the men, and taller than the generality of their sex. Polly Young, who is not the tallest upon the island, measured five feet nine inches and a half. Accustomed to perform all domestic duties, to provide wood for cooking, which is there a work of some labour, and sometimes to till the ground, their strength is in proportion to their muscularity; and they are no less at home in the water than the men."

In the equipment of the Blossom, a decked barge was built purposely for her by Mr. Peake of Woolwich dock-yard, upon a model highly creditable to his professional ability, and finished in the most complete manner. As the ship was now about to enter a sea crowded with islands which rise abruptly to the surface, without any soundings to give warning of their vicinity, this little vessel was likely to be of the greatest service, not only in a minute examination of the shore, but, by being kept a-head during the night, to give notice of any danger that might lie in her route. She was accordingly equipped, provisioned for six weeks, and the command of her given to Mr. Thomas Elson, formerly master of the Adventure; an able officer, having with him Mr. Richard Brydges Beechey, midshipman, and a crew of eight seamen and marines.

About ninety miles to the northward of Pitcairn, there is a coral formation, which has been named Oeno Island, after a whale-ship, whose master supposed that it had not before been seen; though the discovery belongs to Mr. Henderson, the

commander of a Calcutta trader. It is so low that it can be discerned at only a very few miles distance, and is highly dangerous to a night navigation.

"Lieutenant Belcher was sent to ascertain the depth of water round this island, with permission to land if unattended with danger; and Mr. Collie (surgeon) accompanied him, Mr. Edward Barlow being midshipman of the boat. Pulling round the island, they came to a place where the sea appeared tolerably smooth, and where in the opinion of the officers a landing might be effected. The boat was accordingly anchored, and Messrs. Belcher and Collie prepared to land, veering her into the surf, and jumping upon the reef. They had half filled two life-preservers, with which they were provided, when Mr. Belcher observed a heavy roller rising outside the boat, and desired the crew to pull and meet it; a second rose still higher, and came with such violence that the sitters in the stern of the boat were thrown into the sea; a third, of still greater force, carried all before it, upset the boat, and rolled her over upon the reef, where she was ultimately broken to pieces. Mr. Belcher had a narrow escape, the boat being thrown upon him, the gunwale resting upon his neck and keeping him down; but the next sea extricated him, and he went to the assistance of his companions; all of whom were fortunately got upon the reef, except one young lad, who probably became entangled with the coral, and was drowned. The accident was immediately perceived from the ship, and all the boats were sent to the assistance of the survivors; but the surf rolled so furiously upon the shore as to occasion much anxiety about rescuing them. At last a small raft was constructed, and Lieutenant John Wainwright, finding no other means of getting a line to them, boldly jumped overboard, with a lead-line in his hand, and suffered himself to be thrown upon the reef. By this contrivance all the people were got off, one by one, though severely bruised and wounded by the coral and spines of the echini.

"Mr. Belcher here had another escape, by being washed off the raft, his trowsers getting entangled in the coral at the bottom of a deep chasm. Fortunately they gave way, and he rose to the surface, and by great effort swam through the breakers. Lieutenant Wainwright was the last that was hauled off. To this young officer the greatest praise is due for his bravery and exertions throughout. But for his resolution, it is very doubtful whether the party would have been relieved from their perilous situation, as the tide was rising, and the surf upon the reef momentarily increasing."

On the 27th of Dec., Commander Beechey made Crescent Island; and on the 2nd of Jan. 1826, he took formal possession of Gambier's Group, which had been discovered by the ship Duff, when passing to the northward, on a mission-

ary voyage, in 1797. The natives of these islands, all of which are situated in a lagoon formed by a reef of coral, soon evinced an insatiable desire to appropriate to themselves the property of others, and three or four of them appear to have been wounded by the Blossom's people, in various scuffles.

"It is to be regretted," says her commander, "that their disposition obstructed the friendly intercourse we were anxious to establish. The task of correcting their evil propensities unfortunately devolved upon us, as the first visitors to the islands; and we could not prolong our stay, or devote the time that was necessary while we did remain, to conciliate their friendship. But though unsuccessful in this respect, it is to be hoped that our visit will prove beneficial to others, by directing them to a port in which ships may be refitted or repaired, and where they may procure a supply of good water, than which nothing is more important to the navigation of these seas; as that indispensable article is not found to exist in a pure state any where between Otaheite and the coast of Chili, a distance of 4000 miles, Pitcairn Island excepted, where the difficulty of getting it off has already been mentioned. It is also presumed, that the position of the islands having been ascertained, the peaks of Mount Duff, which are high, and distinguishable at a great distance, will serve as a guide to the labyrinth of coral islands which the navigator, after passing this group, has to thread on his way to the westward."

The east peak of Mount Duff is situated in lat. 23° 7′ 58″ S., and long. 134° 55′ 31″ W.; the variation 7° 15′ E.

Commander Beechey next proceeded to Lord Hood's island, and from thence to Clermont Tonnere, off which he had a narrow escape from a water-spout of more than ordinary size.

"It approached amidst heavy rain, thunder, and lightning, and was not seen until very near to the ship. As soon as she was within its influence, a gust of wind obliged him to take in every sail, and the topsails, which could not be furled in time, were in danger of splitting. The wind blew with great violence, momentarily changing its direction, as if it were sweeping round in short spirals; the rain, which fell in torrents, was also precipitated in curves with short intervals of cessation. Amidst this thick shower the water spout was discovered, extending in a tapering form from a dense stratum of cloud to within thirty feet of the water, where it was hid, by the foam of the sea being whirled upwards with a tremendous giration. It changed its direction after it was first seen, and threatened to pass over the ship; but being directed from its course by a heavy

heavy gust of wind, it gradually receded. On the dispersion of this magnificent phenomenon, the column was observed to diminish gradually, and at length to retire to the cloud, from whence it had descended in an undulating form.

"Various causes have been assigned for these formations, which appear to be intimately connected with electricity. On the present occasion a ball of fire was observed to be precipitated into the sea, and one of the boats, which was away from the ship, was so surrounded by lightning, that Lieutenant Belcher thought it advisable to get rid of the anchor, by hanging it some fathoms under water, and to cover the seamen's muskets. From the accounts of this officer and Mr. William Smyth, admiralty mate, who was likewise at a distance from the ship, the column of the water-spout first descended in a spiral form, until it met the ascending column a short distance from the sea; a second and a third were afterwards formed, which subsequently united into one large column, and this again separated into three small spirals and then dispersed. It is not impossible that the highly rarefied air confined by the woods encircling the lagoon islands may contribute to the formation of these phenomena."

After quitting Clermont Tonnere, the Blossom successively made Serle, Whitsunday, Queen Charlotte's, Lagoon, Thrum-Cap, and Egmont Islands.

"Whitsunday Island, "discovered by Captain Wallis, in 1767, is only a mile and a half in length, and situated forty miles to the westward of the place assigned to it." Queen Charlotte's Island afforded him a plentiful supply of cocoa-nuts, "but at present not a tree of that description is to be seen."

Commander Beechey subsequently discovered five islands, to which he gave the names of Barrow, Cockburn, Byam Martin, Croker, and Melville. He also searched for and found Carysfort Island, which appears to have been correctly described by Captain Edwards. Of thirty-two islands which the Blossom visited in succession, only twelve, including Pitcairn's, are inhabited, and the amount of the population, altogether, does not exceed 3100 souls. Respecting the manner in which they probably received their aborigines, a question which has perplexed philosophers, and given rise to many ingenious theories, her commander says:—

"The intimate connexion between the language, worship, manners, customs, and traditions of the people who dwell upon them, and those of the Malays and other inhabitants of the great islands to the westward,

leaves no doubt of frequent emigrations from thence, and we naturally look to those countries as the source from which they have sprung. The difficulty, however, instantly presents itself of proceeding so vast a distance in opposition to the prevailing wind and current, without vessels better equipped than those which are in the possession of those people. This objection is so powerful in the minds of some authors, that they have had recourse to the circuitous route through Tartary, across Behring's Strait, and over the American continent, to bring them to a situation whence they might be drifted by the ordinary course of the winds to the lands in question. But had this been the case, a more intimate resemblance would surely be found to exist between the American Indians and the natives of Polynesia. The accident which threw in our way Tuwarri and his companions," (a party found on Byam Martin's Island) "who were driven 600 miles in a direction contrary to the trade-wind, in spite of their utmost exertions, has fortunately enabled us to remove the objections which have been urged against the general opinion. Though this is the only instance that has come to our knowledge, there is no reason why many other canoes may not have shared a similar fate; and some few of many thousands, perhaps, may have drifted to the remotest islands of the archipelago, and thus peopled them.

"The subject of the formation of these islands is one of great interest, and will require a numerous and careful collection of facts before any entirely satisfactory conclusion can be arrived at. I regret that my time did not permit me to inquire more particularly into this curious matter; but having to survey about fifty islands, some of which were of great extent, in the space of about four months, I could not accomplish more than was absolutely necessary for the purposes of a safe navigation of the Archipelago."

We cannot follow our talented author into the very interesting details which he presents us, of the character and manners of the Otaheitans, among whom he remained, passing his time very agreeably, from March 18th until April 26th, 1826. In the beginning of the following month, his officers and ship's company generally were afflicted with dysentery, and he had the misfortune to lose Mr. John Crawley, a young gentlemen of very good abilities, who died much regretted by all on board. On the 6th, the captain's steward sunk under the same complaint; and next day, great apprehensions were entertained for Mr. George T. Lay, the naturalist. On the 19th, the Blossom anchored outside the reefs of Honoruru, the principal port of the Sandwich Islands; on the 31st, she sailed from thence for Oneehow,

the westernmost of the same group; and on the 28th of June, we find her entering the harbour of Petropaulski, in Kamschatka, *after having traversed nearly 700 miles in so thick a fog that it was scarcely possible to see fifty yards from the vessel.*

Commander Beechey's object was now to make the best of his way to Chamisso Island, in Kotzebue Sound, as there were but three weeks left before the appointed time of rendezvous there; and accordingly every effort was directed towards that end.

"With the summer characteristics of this latitude—*fine weather and a thick fog*—we advanced," says he, "to the northward, attended by a great many birds, nearly all the same kind as those which inhabit the Greenland Sea. In lat. 60° 47′ N. we noticed a change in the colour of the water, and on sounding found 54 fathoms. From that time until we took our departure from this sea, the bottom was always within reach of our common lines. The water shoaled so gradually, that on the 16th, after having run 150 miles, we had 31 fathoms. Here the ground changed from mud to sand, and apprized us of our approach to St. Lawrence Island, which on the following morning, was so close to us that we could hear the surf upon the rocks. The fog was at the same time so thick that we could not see the shore; and it was not until some time afterwards, when we had neared the land by means of a long ground swell, for it was then quite calm, that we discovered the tops of the hills. On the 19th we saw King's Island, which, though small, is high and rugged, and has low land at its base, with apparently breakers off the south extreme. We had now advanced sufficiently far to the northward, to carry on our operations at midnight; an advantage in the navigation of an unfrequented sea which often precludes the necessity of lying to.

"It was on one of those beautiful still nights, well known to all who have visited the arctic regions, when the sky is without a cloud, and when the midnight sun, scarcely his own diameter below the horizon, tinges with a bright hue all the northern circle—when the ship, propelled by an increasing breeze, glides rapidly along a smooth sea, startling from her path flocks of lummes and dovekies, and other aquatic birds, whose flight may, from the stillness of the night, be traced by the ear to a considerable distance—that we approached the strait which separates the two great continents, not a little anxious that the fog, the almost certain

successor to a fine day in high latitudes, should hold off until we had satisfactorily decided a geographical question of some importance, as connected with our immortal countryman, Captain Cook.

"That excellent navigator, in his discoveries of these seas, placed three islands in the middle of the strait: Kotzebue, however, in passing them, fancied he saw a fourth, and conjectured that it must have been either overlooked by Cook and Clerke, or that it had been since raised by an earthquake. The hope of being the first to determine the question, added to a patriotic feeling for the honor of our countrymen, increased in an especial degree our anxiety to advance. The land on the south side of St. Lawrence Bay first made its appearance, and next the lofty mountains at the back of Cape Prince of Wales; then hill after hill rose alternately on either bow, curiously refracted, and assuming all the various forms which that phenomenon of the atmosphere is known to occasion. At last, at the distance of fifty miles, the Diomede Islands, and the eastern Cape of Asia, rose above our mast-head. But, as if to teach us the necessity of patience in the sea we were about to navigate, before we had satisfied our doubts, a thick fog enveloped every thing in obscurity. We continued to run on, assisted by a strong northerly current, until seven o'clock the next morning, when the western Diomede was seen through the fog close to us. I steered for the situation of the supposed additional island, until by our reckoning we ought to have been upon it, and then hauled over towards the American shore. In the evening the fog cleared away, and our curiosity was at last satisfied. The extremities of the two great continents were distinctly seen, and the islands in the strait clearly ascertained to be only three in number, and occupying nearly the same situations in which they were placed in the chart of Captain Cook. * * * East Cape, in almost every direction, is so like an island, that I have no doubt it was the occasion of the mistake which the Russian navigator has committed.

"We entered Kotzebue Sound early in the morning of the 22d of July, and plied against a contrary wind, guided by the soundings; the appearance of the land being so distorted by mirage, and in parts so obscured by low fog, that it was impossible to distinguish where we were. When it cleared off we were much surprised to find ourselves opposite a deep inlet in the northern shore, which had escaped the observation of Captain Kotzebue. I named it *Hotham Inlet*, in compliment to the Hon. Sir Henry Hotham, K. C. B. We stood in to explore it, but found the water too shallow, and were obliged to anchor in four fathoms, to avoid being carried away by a strong tide, which was setting out of the sound, the wind being light and contrary. As it would be necessary to remain three or four days at Chamisso Island to increase our stock of water, previous to

proceeding to the northward, the barge was hoisted out and sent to examine the inlet, under the command of Mr. Elson. The time to which it was necessary to limit him prevented his doing more than ascertaining that this opening was navigable only by small boats; and, from the water being fresh at some distance up, that it could not lead to any sea beyond."

On the 9th of August, Commander Beechey landed on a small cape, situated in the depth of a great bay, between Cape Lisburn and Icy Cape, to which he has given the name of Beaufort, in compliment to the present Admiralty hydrographer. On the 13th, the Blossom was in lat. 71° 8′ N., long. 163° 40′ W., and close to a pack of ice extending, from N. 79° E. to S. 29° W. (true). The weather being still foggy, she now stood off-and-on until the morning of the 15th, when land was discovered bearing N. 86° E., and extending in a N. E. direction as far as it could be seen. Within three miles of the ship was "an opening into a spacious lake, which appeared to be the estuary of a considerable river;" and to the northward of this opening the coast presented an extensive range of mud cliffs, in which the Esquimaux had already constructed their winter habitations. The nearest conspicuous point of the coast to the most distant land seen from the ship, was named after Captain Franklin. At this place in particular, where the natives appeared to be so numerous that they could have overpowered his party in a minute, it was gratifying to find them extremely well-disposed.

"After they were gone," says Commander Beechey, "we stood to the north-westward, in the hope that the wind, which had been a long time in the north-eastern quarter, would remain steady until we ascertained the point of conjunction of the ice and the land. Unfortunately, while we were doing this, the wind fell light, and gradually drew round to the north-westward; and apprehending it might get so far in that direction as to embay the ship between the land and the ice, it became my duty to consider the propriety of awaiting the result of such a change; knowing the necessity of keeping the ship in open water, and at all times, as far as could be done, free from risk, in order to insure her return to the rendezvous in Kotzebue Sound.

"There was at this time no ice in sight except a berg that was aground inshore; and though a blink round the northern horizon indicated ice in that direction, yet the prospect was so flattering that a general regret was

entertained that an attempt to effect the north-eastern passage did not form the object of the expedition.

"We all felt the greatest desire to advance; but considering what would be the consequences of any accident befalling the ship, which might either oblige her to quit these seas at once, or prevent her returning to them a second year, it was evident that her being kept in open water was paramount to every other consideration; particularly as she had been furnished with a decked launch, well adapted by her size to prosecute a service of this nature. It was one of those critical situations in which an officer is sometimes unavoidably placed; and had further discovery depended upon the Blossom alone, it is probable I should have proceeded at all hazards. My orders, however, being positive to avoid the chance of being beset in the ship, I considered only how I could most beneficially employ both vessels, and, at the same time, comply with the spirit of my instructions. Thus circumstanced, I determined to despatch the barge along the coast, both with a view of rendering Captain Franklin's party the earliest possible assistance, and of ascertaining how far it was possible for a boat to go. Not a moment was to be lost in putting this project in execution, as the middle of August had arrived, and we could not calculate on a continuance of the fine weather with which we had hitherto been favored. We accordingly returned towards Icy Cape, in order to join the barge, which was surveying in that direction.

"My intentions were no sooner made known, than I had urgent applications for the command of the barge from the superior officers of the ship, who, with the ardour natural to their profession when any enterprise is in view, came forward in the readiest manner, and volunteered their services; but Mr. Elson had hitherto acquitted himself so much to my satisfaction, that I could not in justice remove him; more especially at a moment when the service to be performed was inseparable from risk. Mr. Smyth, the senior mate of the ship, was placed with Mr. Elson, who had besides under his command a crew of six seamen and two marines.

"Since our separation, the barge had kept close along the beach, and ascertained the continuity of the land from the spot where the ship quitted the coast to Icy Cape, thereby removing all doubts on that head, and proving that Captain Franklin would not find a passage south of the cape to which I had given his name. On the *17th*, at midnight, I made Mr. Elson's signal to part company, and he commenced his interesting expedition with the good wishes of all on board."

From the time of his passing Behring's Strait up to the 23d of August, Commander Beechey enjoyed an almost uninterrupted series of favorable weather; during which a survey was made of the whole of the coast from Cape Prince

of Wales, as far to the northward as he deemed it prudent to go. Now, however, there appeared to be a break up, and a commencement of westerly winds, which, together with several hours of darkness, rendered it necessary to keep the ship at a distance from the land. In doing this, the chances were equal that Captain Franklin, in the event of his success, would pass her: he therefore determined to repair to the rendezvous in Kotzebue Sound, and, as nothing further could be done at sea, to await there the arrival of his boat and of the land expedition. We should before have observed, that, on his arrival at Petropaulski, Commander Beechey had received despatches from England, announcing the failure of Captain Parry, and desiring him to cancel that part of his instructions which related to the Hecla and Fury.

After an absence of twenty-three days, Mr. Elson returned to Chamisso Island, and reported, that he had discovered a large extent of coast beyond Point Franklin, and had proceeded to the latitude of 71° 23′ 31″ N., and long. 156° 21′ 30″ W., where it formed a low narrow neck, beyond which it was impossible to penetrate to the eastward, in consequence of the ice being attached to the land, and extending along the horizon to the northward. The farthest tongue of land which he reached is conspicuous, as being the most northerly point yet discovered on the continent of America. It lies 126 miles to the north-east of Icy Cape, the farthest point reached by Cook; and is only 146 miles from the extreme of Franklin's discoveries, in his progress westward from the Mackenzie River.

Commander Beechey now proceeded to examine narrowly the shores of Kotzebue Sound, and the head of Escholtz Bay, where he discovered a large river coming from the southward, to which he gave the name of Buckland, in compliment to the professor of geology at Oxford. In the mean time, Mr. Alexander Collie, surgeon, examined the cliffs in which a singular ice formation had been seen by Kotzebue, and found several bones and grinders of elephants and other animals in a fossil state. On the 25th of September, the wind changed from north to south, and had such an effect upon the tide

that it ebbed twenty hours without intermission. Previous to this, the aurora borealis had been twice seen; and Commander Beechey noticed a parhelion so bright that it was difficult to distinguish it from the sun. On the 8th of October, the Blossom lost another man by disease; and on the 14th, she was obliged to shape a course for Behring's Strait, the edges of the sound having already begun to freeze; besides which, other symptoms of approaching winter were too apparent to be disregarded. She subsequently visited the coast of California, and proceeded from thence across the Pacific, to the Sandwich Islands and Macao; searching, unsuccessfully, on her way to Honoruru, for all the islands that were marked near her route, rounding-to every night when near the position of any one, in order that it might not be passed unobserved; and making sail on a parallel of latitude during the day. On the 30th of April, 1827, we find her sailing from Macao, to explore the sea to the eastward of Loo-Choo.

After visiting this island, of which he has given a long and very interesting description, Captain Beechey re-discovered and surveyed the Ylas del Arzobispo; an extensive group, which had long been expunged from the charts. On the 2d of July, he again made the snowy mountains of Kamschatka; and, by the 18th, had completed a survey of the capacious bay of Awatska, and the harbours of Tareinski, Rakovya, and Petropaulski. On the 26th, he approached within a short distance of the Asiatic coast, in lat. 61° 58′ N.; and on the 21st of the following month, he was once more close to compact ice, pressing upon the American shore, in the parallel of 70° 47′. Ten days afterwards, the Blossom sailed through an opening previously discovered by Mr. Elson, to the south-eastward of Cape Prince of Wales, and entered a spacious haven, capable of holding many ships of the line; connected with which, by a deep but narrow channel, was found an inner harbour ten miles long by two and a quarter wide.

These two ports, situated so near Behring's Strait, may at some future time be of great importance to navigation, as they will be found particularly useful by vessels which may

not wish to pass Cape Prince of Wales in bad weather. To the outer harbour, which for convenience and security surpasses any other near this celebrated promontory, Captain Beechey gave the name of Port Clarence, in honor of our present most gracious monarch, then Lord High Admiral, and by whom he had recently been promoted. The inner haven, which is well adapted to the purposes of repair, and sufficiently deep to receive a frigate, he named Grantley Harbour, in compliment to his brother-in-law, the present Lord Grantley.

On her return from Port Clarence to Chamisso Island, the Blossom experienced very bad weather, lost one of her best seamen overboard, and narrowly escaped being wrecked upon a sand near Hotham Inlet. In the mean time, her decked boat, then under the command of Lieutenant Belcher, had proceeded along the coast to the north-eastward of Icy Cape, until stopped by the ice in 70° 41′, when she returned to Kotzebue Sound, and there foundered, with three of her crew, in a gale which suddenly arose while that officer and Mr. James Wolfe, admiralty-mate, were employed in erecting an observatory upon a peninsula near the anchorage. On the 29th of September, a party of Esquimaux, from Escholtz Bay, made an attack upon some men employed in watering at Chamisso Island, and wounded with their arrows two sailors and four marines. Speaking of this occurrence Captain Beechey says:

"Until this time, they were ignorant of the effect of fire-arms, and no doubt placed much confidence in the thickness of their clothing; but seeing that furs availed nothing against a ball, they fled with precipitation to the hills. * * * We were sorry to find our musketry had inflicted so severe a chastisement; but it was unavoidable, and richly deserved. It was some consolation to reflect, that it had fallen upon a party from whom we had received repeated insult, and that it was not until after they had threatened our boat in Escholtz Bay, insulted us alongside of the ship, defied our party on shore, had twice drawn their knives upon our people, and had wounded several of them, that they were made acquainted with the nature of our arms; and I am convinced the example will have a good effect, by teaching them that it was forbearance alone that induced us to tolerate their conduct so long."

On the 4th of October, the earth was deeply covered with

snow, and the lakes in the neighbourhood of Chamisso Island were all frozen. Next day, at noon, the thermometer was as low as 24°.

"We had received no intelligence of Captain Franklin's party, nor was it very probable that it would now appear; and we could only hope, as the time had arrived when it would be imperative on us to withdraw from him the only relief he could experience in these seas, that he had met with insurmountable obstacles to his advance, and had retraced his route up the Mackenzie River. Anxious, however, to remain to the last, I again solicited the opinions of the officers as to the state of the season; and finding them unanimous in believing that the ship could not remain longer in Kotzebue Sound with safety, I determined to quit the anchorage the moment the wind would permit."

It will be seen on reference to p. 67, that Captain Franklin was then safe in England. On the following day, the Blossom worked out of Kotzebue Sound; and on the 14th, took her final departure from the Kamschatkan seas:—the Aleutian Islands were then covered about two-thirds of the way down with snow, and indicated an earlier winter than they had done the year before. She afterwards re-visited Monterey and St. Francisco, in California; examined the Tres Marias and Isabella Islands; surveyed the coast of Mexico from Mazatlan to several miles south of San Blas; determined the position of Cape Corrientes, a remarkable promontory 12,003 feet in height; touched at Acapulco; and proceeded from thence to Valparaiso, where she arrived on the 29th of April 1828.

Here Captain Beechey found orders to convey to Europe the remittances of specie from the different ports in the Pacific; the last of which money, amounting in the whole to upwards of 1,500,000 dollars, was embarked at Coquimbo on the 3d of June. In September following, he arrived at Spithead, after a passage of forty-nine days from Rio Janeiro, bringing home with him the Right Hon. Robert Gordon, late H. M. ambassador to the court of Brazil, and several other passengers. The Blossom was paid off, at Woolwich, on the 12th of the ensuing month.

Captain Beechey married, in Dec. 1828, Charlotte, youngest daughter of Lieutenant-Colonel John Stapleton, of Thorpe Lee, and sister to the lady of the Bishop of Oxford.

Agents,—Messrs. Evans and Eyton.

NAVAL OPERATIONS

IN

AVA,

DURING THE

BURMESE WAR.

CHAPTER I.

At the commencement of the year 1824, numerous and unprovoked aggressions committed by the Burmese upon the S. E. frontier of the possessions of the Honorable East India Company, having induced the Right Honorable the Governor-General in Council to decide upon attacking them in their own country, a division of troops was ordered to be embarked at Calcutta, under the command of Brigadier Michael M'Creagh, C. B., and another division at Madras, under Brigadier-General William Macbean: the command of those forces united was entrusted to Sir Archibald Campbell, K. C. B.

On the 12th March, 1824, George Swinton, Esq. Secretary to the Supreme Government, in the Secret and Political Department, addressed a letter to Commodore Charles Grant, C. B., commanding His Majesty's squadron in India, of which the following is an extract:—

"I am directed by the Right Honorable the Governor-General in Council to acknowledge the receipt of your despatch of the 25th ultimo, and to convey to you the cordial acknowledgments of the Government, for the prompt and valuable aid, which it is your intention to afford his Lordship in Council, in the prosecution of offensive operations against the Burman nation.

"In the event of your being able, without injury to the service in which you are now engaged, to proceed to Rangoon * in the months of May or June, either touching at Madras, for the purpose of accompanying the second division of troops from that presidency, or repairing at once to the scene of action, his Lordship in Council would anticipate the most essential benefit to the expedition, from the presence of his Majesty's ship, and your personal superintendence of the measures which it may be found expedient to undertake against Rangoon, and the other maritime possessions of the enemy."

Commodore Grant was then at Bombay, in the Liffey 50, busily employed in superintending the equipment of the Asia, a new 84-gun ship, which he was anxious to despatch to England. He had previously directed Captain Frederick Marryat, of the Larne sloop, to proceed to the river Hooghly; to take the Sophie brig, Captain George Frederick Ryves, under his orders; and to follow the directions of the Supreme Government as to the best means of employing the Larne and her consort.

On the 2d April, Mr. Swinton acquainted Captains Marryat and Ryves, that the expedition under the command of Sir Archibald Campbell, being about to proceed against Rangoon, after touching at Port Cornwallis, in the Great Andaman island, he had been directed to intimate to them the request of the Governor-General in Council, that the senior officer of the sloops of war, detached by Commodore Grant to accompany the armament, should assume the naval command of it, subject to the direction of the Brigadier-General commanding the forces. "Sir Archibald Campbell," added the secretary, "will apprise you in detail of the objects of the expedition, *in which the services of the naval force will be of the most essential use; and his Lordship in Council relies with confidence on your affording that cordial and zealous co-operation, which ever distinguishes His Majesty's navy, when employed with land forces in the service of their country.*"

At the particular request of Captain Marryat, the Governor-

* The principal sea-port in the dominions of the King of Ava.

General in Council directed a small steam-vessel, the first ever seen in India, to be purchased, and added to the expedition *. Sir Archibald Campbell left Calcutta on the 8th April, embarked with his staff on board the Larne, and proceeded in that ship to Port Cornwallis. The Bengal transports sailed thither without any escort, but those from Madras were convoyed to that place by the Sophie. The celerity with which the Governor-General in Council determined and acted upon his plan of operations precluded the possibility of Commodore Grant proceeding from Bombay to Calcutta, in time to superintend the naval preparations, even had he not been engaged in other important duties.

Owing to calms and very light winds, the Bengal division did not reach the place of rendezvous before the end of April, and the Madras division not until the 2d of May; at which period several ships from both presidencies were still absent. Sir Archibald Campbell had, however, determined to sail with the force then assembled at Port Cornwallis, and would have done so on that day, had he not been prevented by a general report of the scarcity of fresh water on board the Madras transports, some of them not having enough for more than four days' consumption. "This difficulty," says he, "was very speedily removed by Captain Marryat, whose indefatigable exertions in collecting and appropriating the scanty supply which the land springs afforded, and distributing a proportion from such vessels as were well supplied to those most in need, enabled him, on the following day, to report the fleet ready to put to sea. As we were accordingly getting under weigh, H. M. S. Liffey appeared in the offing, and likewise several of the absent transports. Judging that some of them might also be in want of water, and being desirous of making the necessary arrangements with Commodore

* No where can steam-vessels be employed more advantageously than on the Irrawaddy; but they should never draw more than five feet water, when deep, and their bottoms ought to be flat and very strong, as they must often be unavoidably run with force upon sands which shift every monsoon.

Grant, relative to our future operations, I determined upon remaining in harbour one day longer. On the following morning (May 5th), we finally put to sea, detaching a part of my force, under Brigadier M'Creagh *, against the island of Cheduba, and sending another detachment, under Major Wahab, of the Madras establishment, against Negrais, proceeding myself with the main body for the Rangoon river, which we reached on the 10th, and anchored within the bar."

The naval force attached to this expedition consisted of the Liffey 50, Commodore Grant; Slaney 20, Captain Charles Mitchell; Larne 20, Captain Frederick Marryat; and Sophie 18, Captain George Frederick Ryves; four of the Honorable Company's cruisers, under the command of Captain Henry Hardy; a Penang government vessel; eighteen brigs, schooners, and other small craft (formerly pleasure yachts on the Ganges), each armed with two light carronades and four swivels, and manned with twelve Lascars, under the command of a European; twenty row-boats, lugger-rigged (formerly Calcutta pilot-boats), each carrying an 18-pounder in the bow, and manned with from 16 to 20 Lascars; the Diana, steam-vessel; and about forty sail of transports, only one or two of which had English crews. The Hon. Company's cruisers were manned with British sailors, Hindoos, and Mahometans; and all the row-boats were under the command of Mr. William Lindquist, of the Bengal pilot service. The total number of fighting men embarked at Calcutta and Madras, in April, 1824, was 8701, of whom 4077 were British troops.

On the morning of the 11th May, the fleet, led by the Liffey and Larne, sailed up the Rangoon river, without any pilots on board, and in the course of a few hours arrived off the town, meeting with no greater opposition than some insignificant discharges of artillery from one or two of the guard-houses on either bank.

"Henzawaddy, or the province of Rangoon, is a delta

* In the Hon. Company's timber-ship Ernaad, Captain David Jones, escorted by the Slaney sloop of war.

formed by the mouths of the Irrawaddy, and, with the exception of some considerable plains of rice-ground, is covered by a thick and tenacious jungle, intersected by numerous creeks and rivers.*" The town of Rangoon is situated on the northern bank of a main branch of that great river, where it makes a short bend from east to west, about 28 miles from the sea. It extends for about 900 yards along the river, and is about 600 or 700 yards wide in its broadest part: at either extremity extend unprotected suburbs, but the centre, or town itself, is defended by an enclosure of palisades, ten or twelve feet high, strengthened internally by embankments of earth, and protected externally on one side by the river, and at the western end by a morass, over which there is a bridge. The palisade encloses the town in the shape of an irregular parallelogram, having one gate in each of three faces, and two in that of the north: at the river gate is a landing place, denominated the King's Wharf, in which situation the principal battery, of apparently from 12 to 16 guns, was placed, and opposite to which the Liffey anchored about 2 P. M.

This battery was manned and ready to open its fire. "Still," says Sir Archibald Campbell, "from motives of humanity, the Commodore and myself were unwilling to commence so unequal a contest, thinking the immense superiority on our side, within full view of the shore, would have induced the authorities in the town to make an offer of negociating: their presumption and folly, however, led them to pursue a different course; a feeble, ill-supported, and worse directed fire was opened upon us, which the first few guns from the Liffey effectually silenced, and cleared the battery. I had previously ordered the plan of attack, and now gave directions for two brigades to be in readiness in their boats for landing. His Majesty's 38th regiment, commanded by Major [Thomas] Evans, above the town; Major [Robert Henry] Sale, with H. M. 13th light infantry, at the centre, to make a lodgment in the main battery, should he be

* Snodgrass, 2d edit. p. 20.

unable to force the gate of the stockade; and a brigade of the Madras division below the town, under the direction of Brigadier-General Macbean: the 38th and this brigade being ordered to push round by the rear and enter the town, should they find an opportunity of so doing.

"These measures in progress, the Burmese again returned to their battery, and commenced firing, which was again silenced by a broadside from the Liffey; and the signal being made for the troops to land in the order already stated, which they did in the most regular and soldier-like style, in less than 20 minutes, I had the satisfaction of seeing the British flag flying in the town *, *without the troops having had occasion to discharge a single musket*, and without my having occasion to regret the loss of one individual, killed or wounded, on our side.

"The news of our arrival in the river having reached Rangoon the preceding night, and our rapid progress up in the morning being marked by an occasional shot in answer to the fire from the chokies, together with the preparations of the Burman authorities for defence, threw the inhabitants into such a state of consternation as to cause a general flight in every direction towards the jungles; so much so, that out of a large population, I do not think 100 men were found in the town on our taking possession of it. * * * * *

"The captured ordnance far exceeds in number any thing we supposed the country to possess, although, generally speaking, of a bad description †. * * * *

"It would be presumption in me to speak in terms of praise of an officer so well known as Commodore Grant; but it is my duty to inform you, that *the cordial co-operation I have received, and continue to receive from him, calls for my warmest acknowledgment.*"

After having thus placed Sir Archibald Campbell and his army in possession of Rangoon, Commodore Grant sent a detachment of boats up the river to seek for and destroy fire-

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* It was hoisted, we believe, by Lieutenant Samuel Thornton, of the Liffey.

† Total, mounted and dismounted, 70 long guns, 18 carronades, 3 swivels, and 9 jingals; 1257 round shot, and 2400 pounds of gunpowder. N. B. The jingal is a long matchlock, which moves on a pivot, and carries about a ½-pound ball. The Burmese generally load it up to the muzzle with pieces of lead, iron, &c. Being put through the wall of a stockade, or directly along a road, it is fired at troops advancing, and frequently does great execution.

rafts, and with orders to remain in advance of the shipping during the ebb tide. On the three succeeding days, the boats, with some soldiers of H. M. 41st regiment, were again despatched on the same service; and in executing the duty assigned to them, they had five men wounded by the fire of musketry from villages and fortified breast-works. In the mean time the troops at Rangoon were put under cover; one brigade in the town, and the others in the vicinity of the Shwe-da-gon pagoda (about two miles and a half distant), which is the largest and most ancient in the Burman empire.

Although so little resistance had been offered by the Burmese at Rangoon, the following general order was issued by the Supreme Government, June 2d, 1824:

"A royal salute and three vollies of musketry to be fired at all the stations of the land forces serving in the East Indies, in honor of the capture of Rangoon, by the combined naval and military forces under the command of his Excellency Commodore Grant, C.B. and Brigadier-General Sir Archibald Campbell, K. C. B."

The first hand-to-hand conflict with the enemy took place on the 16th May, and is thus described by Captain Richard Birch, of H. M. 38th regiment, in a letter of that date, addressed to Sir Archibald Campbell:

"I have the honor to inform you, that in obedience to your orders, I this morning embarked with the grenadier company of H. M. 38th regiment, under my command, on board the boats of H. M. S. Liffey, commanded by Lieutenant James Wilkinson, R. N. for the purpose of dislodging the enemy from the village of Kemmendine * and the adjacent villages.

"Agreeable to my instructions, I landed the troops at a small village about a mile from Kemmendine, where I observed a party of the enemy had stockaded themselves, and immediately attacked their position, which I carried, after exchanging a few rounds and killing 10 or 12 of the enemy. I then endeavoured to penetrate the jungle towards the village of Kemmendine, for the purpose of assailing it by the rear, while the boats attacked it in front; but I regret to say, that I found the jungles so impervious, as to prevent me from executing this part of my instructions. I therefore re-embarked my detachment, and proceeded in the boats.

"On approaching a point higher up, intending to land, we found ourselves suddenly exposed to a heavy fire from a stockade, till then unob-

* A war-boat station, three miles above Rangoon.

served; and as any attempt to retire would have given encouragement to the enemy, Lieutenant Wilkinson and myself resolved upon immediately landing and storming the stockade.

"We had many unforeseen difficulties to overcome, the enemy having placed bamboos and spikes so as to make landing both difficult and dangerous. Nothing, however, could withstand the gallantry and determination of both soldiers and sailors, who shortly established themselves within the stockade, defended by about 400 men, who were quickly driven out at the point of the bayonet, leaving 60 dead.

"The enemy were well armed, a great proportion having muskets, and a small field-piece was taken in the stockade. I must do them the justice to say that they fought with very great spirit, many of them receiving our charge with their spears.

"I again re-embarked my party, and proceeded to the opposite side of the river, where we drove the enemy from a third stockade, which we destroyed in the same manner as we had done the two former.

"In concluding, I regret to state, that Lieutenant Thomas Kerr, of H. M. 38th regiment, and one private were killed, and nine privates wounded, in taking the second stockade; and I have further to regret, that Lieutenant Wilkinson, R. N. was severely wounded (by a musket-ball) through the thigh, with eight or nine of his crew, one of whom has since had his arm amputated. I have much satisfaction in reporting the conduct of the officers and men under my command to have been steady and soldier-like. *I hope I may be allowed to express the highest admiration of the cool and intrepid conduct of Lieutenant Wilkinson, R. N., who, although severely wounded, continued to render me the greatest assistance in giving directions from his boat; also of the officers and men under his command.*"

Not a syllable of this conflict is mentioned by Major Snodgrass, in his "Narrative of the Burmese War."

On the 31st May, Captain Marryat succeeded to the chief command of the naval force at Rangoon, on the departure of Commodore Grant, in ill health, for Pulo-Penang, where that excellent officer died on the 25th July following. The Supreme Government had previously requested that Captain Marryat might be allowed to command the expedition up the Irrawaddy, and this was most readily assented to by the commodore.

Some heavy rains had fallen previous to the departure of the Liffey; and it very soon appeared, there was little chance of the army quitting Rangoon and its neighbourhood before the end of the S. W. monsoon, as the disappearance of the inhabitants rendered it impossible to provide and equip a

flotilla necessary to proceed up the Irrawaddy, or even to man it with rowers if one had been equipped. The same circumstance, and the desolate state of the country, from which nothing in the shape of supplies was to be procured, rendered it equally certain, that both for the temporary occupation of Rangoon, and the eventual march into the interior, the force was entirely dependent upon the presidencies of Bengal and Madras, for every description of conveyance and food: a state of things which was little to have been expected, from the known commerce and supposed resources of Rangoon, and for which, accordingly, no previous preparation had been made. "Every act of the enemy," says Sir Archibald Campbell, in a despatch dated June 1, 1824, "evinces a most marked determination of carrying hostility to the very last extremity; approaching our posts day and night, under cover of an impervious and uncombustible jungle, constructing stockades and redoubts on every road and pathway, even within musket-shot of our sentries; and, from their hidden fastnesses, carrying on a most barbarous and harassing warfare; firing upon our sentries at all hours of the night, and lurking on the outskirts of the jungle, for the purpose of carrying off any unlucky wretch whom chance may throw in their way*."

On the 2d June, Sir Archibald Campbell received information, that the enemy had assembled in great force, and were stockading themselves at Kemmendine, intending to attack the British lines. He therefore ordered two strong columns of reconnoissance from the Madras division, to move, on the morning of the 3d June, upon two roads leading from the Shwe-da-gon pagoda to the above village, and proceeded him-

* At Rangoon, the S. W. monsoon sets in about the 5th May, with rain and squalls for four or five days. Fine weather succeeds for a fortnight, when heavy rains commence, and last with few short intervals till July. In August, the weather improves considerably: the N. E. monsoon begins towards the end of September, with occasional squalls and rain. From the end of October till the beginning of May, the weather is delightfully cool and settled, but the heavy fogs which prevail the greater part of that time are very pernicious, exciting agues and fevers.

self in the H. C. cruiser Mercury, Captain Richard E. Goodridge, with three companies of the 41st regiment, the Thetis cruiser, and several row-boats, under the command of Captain Ryves, for the purpose of observing the Burman force, and making a diversion in favour of any attack which might take place by land.

At 7 A. M., the cruisers and flotilla anchored and commenced firing on a large stockade, while the soldiers of the 41st regiment landed and burnt the enemy's encampment, destroying also one war-boat, and capturing another, without the least annoyance.

In the course of the morning, the two columns coming down from the Shwe-da-gon pagoda met close to the principal stockade, a work of unusual strength and extent; but as they moved through a thicket, within gun-shot of their friends afloat, they were mistaken for a body of Burmese, and received a heavy cannonade, which occasioned some loss, and disconcerted the troops, so that they could not afterwards be led to the attack. The following is an extract of the report made by Captain Ryves to Captain Marryat:

"The pinnaces of H. M. sloops Larne and Sophie, when proceeding in advance, carried a small stockade, from which was brought an 18-pounder carronade; they were afterwards engaged under a most harassing fire of carronades and musketry from another stockade, and I am sorry to say, suffered severely, though infinitely less than could have been expected on such service *.

"The commander of the Honorable Company's cruiser Thetis being severely wounded when I was on board, I took command of her; but Sir A. Campbell having embarked on board the Mercury, all orders to the cruisers and flotilla proceeded from him †.

"When every man did his duty, it is difficult to bring into notice the conduct of individuals; yet I cannot avoid particularizing the prominent and gallant conduct of Mr. George Goldfinch, and I much regret the severe wound he has received, as it will deprive me for a time of his valuable ser-

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* Fifteen killed and wounded.

† We have not been able to ascertain the name of the commander of the Thetis, who it appears was mortally wounded.

vices: he has, since our arrival here, always been employed in the command of the boats belonging to H. M. sloop Sophie, and has always met my warmest approbation; indeed I cannot speak too highly of this meritorious officer; he has passed his examination for a lieutenant nine years and three months; I hope, therefore, you will take the conduct of this deserving officer into your consideration, and recommend him to the favourable notice of Commodore Grant; and I trust it may be the means of procuring for him that promotion he so richly deserves *.

"I have every reason to be much satisfied with the co-operation of Lieutenant Thomas Fraser, who commanded the Larne's pinnace, and whose exemplary zeal and gallantry were both conspicuous.

"The zealous conduct of Mr. Charles Scott, who has passed his examination for a lieutenant four years, reflected on him great credit †.

"At about 3 P. M., the enemy being in great force, the troops were re-embarked; the cruisers and flotilla then weighed, and returned to their former anchorage."

Previous to this failure, between fifty and sixty large cargo-boats had fallen into the hands of the British; and Sir Archibald Campbell, anxious to prepare water-transport for part of his army, had ordered them to be cut down and made more manageable: they were calculated, on an average, to carry a complement of 60 men each. In a despatch to the Supreme Government, dated June 4th, he reported the arrival of a reinforcement from Madras, consisting of part of H. M. 89th regiment and two battalions of native infantry, under the command of Lieutenant-Colonel Edward Miles, C. B.

The numerous fire-rafts which the enemy sent down from Kemmendine, had hitherto occasioned to the shipping at Rangoon the most imminent danger of destruction, and kept the naval force in a constant and harassing state of exertion. The incessant annoyance experienced from these attacks rendered it indispensably necessary that the stockades which commanded that part of the river should be occupied by the British forces; and they were accordingly again attacked, and at length carried, on the 10th June. The military force em-

* Mr. Goldfinch was then acting master of the Sophie.

† Mr. Charles Kittoe Scott, mate of the Sophie, and Mr. Robert Atherton, acting purser of the Larne, were both slightly wounded.

ployed on this occasion, consisted of about 3000 men, with four 18-pounders, four mortars, and some field-pieces, commanded by Sir Archibald Campbell in person; the part borne by the navy is thus detailed by the senior officer, Lieutenant Thomas Fraser, in his report to Captain Marryat:

"In compliance with your orders, on the 9th instant, at 11 P. M., at the commencement of the flood-tide, I proceeded up the river in the Honorable Company's cruiser Thetis; accompanied by the Jessey [Penang cruiser], six of the gun-flotilla, six row-boats, and the Malay proa you were pleased to put under my command*. At 2 A. M. the Jessey and the row boats took up the position assigned them, about three-quarters of a mile below Kemmendine. The Thetis was anchored at the entrance of a creek about the same distance above Kemmendine, and abreast of the stockade from which the gun was taken on the 3d instant, but which has since been greatly strengthened. The gun-flotilla were to have been placed abreast of the opposite point, forming the entrance of the creek (distinguished by a pagoda), on which, since the 3d, there has been erected a formidable stockade; but in consequence of the ebb-tide making against them, with the exception of the Robert Spankie and two others, they failed in their endeavours to take up their position, and were brought up a short distance below the Thetis.

"About 10 A. M., the batteries opened their fire against Kemmendine; the stockade on the pagoda point at the same instant commenced a fire of musketry, and from four small pieces, apparently 4 or 6-pounders, upon the Robert Spankie and the other two gun-vessels opposite to it, which was returned by them, and kept up on both sides for upwards of an hour. The stockades abreast of the Thetis not having fired a shot the whole time, and observing that the flotilla did not succeed in silencing the other, I took advantage of the flood-tide just then making, to drop abreast of it in the Thetis, and after a fire of half an hour, so far silenced the enemy that from that time they only fired an occasional musket at intervals when we had ceased, but altogether so badly directed that we had only one man wounded, belonging to a row-boat at that time alongside the Thetis. Having observed a great number of boats, many of a large size, collected about two miles above us, and considering it possible that at night, during

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* About 300 Chinese and Malay sailors had recently joined the combined force at Rangoon, and some time afterwards 500 Mugh boatmen, natives of Arracan, arrived from Chittagong, to assist in transporting the army up the Irrawaddy. The whole of these men were placed under the directions of Major James Nesbitt Jackson, of the 45th Bengal native infantry, Deputy-Quarter-Master-General.

the ebb, they might attack any of the flotilla that remained in advance, when we, from the rapidity of the current, could not render them any assistance, I thought fit to shift the Thetis, at the last of the flood, about a quarter of a mile above the point, directing the flotilla to drop with the ebb below the stockade on the opposite point, which they accordingly did.

"At noon on the 11th, observing the signal agreed upon, when the General wanted communication with us to be made, I sent an officer to answer it, who returned with intelligence of the troops having possession of Kemmendine, and with a request from the General, that two of the gun-flotilla and two row-boats might be left at that place; I accordingly directed the flotilla, with the above exceptions, to proceed to Rangoon with the evening's ebb. At 6 P. M. the Thetis weighed, and, with the boats a-head to tow, began to drop down the river.

"From the place where we had been at anchor we had seen a great smoke and flame, apparently proceeding from the back of the stockade on the pagoda point; but which, on our opening the entrance of the creek, we discovered to be a very large fire-raft, composed of a number of country boats fastened together, and rapidly drifting down with the stream. By endeavouring to avoid the raft, together with the effect of the strong current setting out of the creek, the Thetis unfortunately grounded on the opposite bank of the river, where, in spite of every exertion, she remained, until high water next morning.

"The raft grounded on the pagoda point, where it remained burning the whole of the night; although occasionally large masses separated from the main body and drifted down the river. The most dangerous of these masses were towed on shore by Mr. [George] Winsor, of the Sophie, in the Larne's gig, who described them to be composed of canoes, filled with tar, matting, bamboos, &c. During the night there were some shot fired at the Thetis from the stockades, but without effect. At day-light on the 12th, having succeeded in getting her afloat, we proceeded down the river and anchored at Rangoon *."

On the 11th June, Brigadier M'Creagh addressed an official letter to Sir Archibald Campbell, of which the following are extracts:—

"I have the honor to report, that in execution of the service you assigned me, I anchored on the eastern side of the island of Cheduba, with the transport Anna Robertson in company, on the night of the 12th ultimo, and found the other transport, and H. M. ship the Slaney already there. I immediately conferred with Captain Mitchell, and, on the 13th, Lieutenant Mathews, of that ship, made a bold and very intelligent reconnoissance up the small river on which the enemy's town is situated, and

* Here again Major Snodgrass is silent respecting the navy.

in our entire ignorance of the localities, his report was of essential use to me in arranging the disembarkation.

"The ships lay three miles from the shore outside of a mud flat, which stretches parallel with the land, and is nearly dry at low water, and the coast on this side is covered with jungle to the edge; indeed the mouth of the river is not distinguishable at a very little distance. We moved towards it on the morning of the 14th, with as many men as the boats would hold—200 of H. M. 13th light infantry regiment, and 100 of the 20th native infantry.

"On the southern bank, a short distance up, was an out-post, which was immediately taken possession of by a small party from the leading boat, the Burmese retiring from it without resistance. The river varies in breadth from about 40 to 100 yards, the jungle on both sides extending far into the water. About half a mile farther up, the ground is cleared and cultivated, and the enemy became visible, lining a trench of 300 yards extent, on the edge of the northern bank, with their right flanked by a bridge over the river. They permitted our boats to range along until the headmost arrived opposite their right, and then opened a fire of musketry and swivels, accompanied by flights of arrows. The bank was steep and somewhat difficult; but two or three parties of the 13th were soon on its summit, in spite of the enemy's efforts, who opposed them with considerable boldness: a few minutes firing followed, while the remaining boats landed their men, and they fled, leaving upwards of twenty killed and many wounded. Their village or town commences near the spot at which we had landed, and I immediately moved up the street in pursuit; on arriving at the end of it (about a quarter of a mile) we found a stockade, into which they had retired, and from which they opened a fire as soon as we appeared. It was a square of about 200 yards each face; the outward piles from sixteen to twenty feet high, and an embankment and a parapet within them, salient gateways in each face, and a triple row of railing round the entire exterior, appeared to be in good order, and the fire was from several 6-pounders, as well as swivels of various calibre, and musketry.

"I immediately lodged parties at such points close to the work as afforded tolerable cover, ordered the howitzer and two or three ship guns ashore, together with the remainder of the sepoys, and meantime marked off a battery within 100 yards of their front gateway. The weather now became exceedingly unfavorable; but as all gave their most hearty and zealous endeavours to the execution of what was pointed out to them, our want of proper materials, implements, and workmen, was surmounted. Repeated feints upon the enemy's left, sufficed to turn his attention from our working parties on his right, and during the night of the 16th, two 9-pounders and a carronade, on ship carriages, were placed in the battery, the hut that masked it was pulled down, and it opened in the morning. Its fire was soon decisive on the gateway, which having been their last thoroughfare,

was not so strongly embanked as the others. Having prepared some seamen with axes and ropes to accompany the column, I ordered it forward: it moved rapidly to its point, headed by Major Thornhill's company of H. M. 13th; a few moments sufficed to complete the destruction of the wounded spars, and we were speedily in the stockade, followed by the reserve under Lieutenant-Colonel Hampton, of the 20th native infantry. The Burmese chief in command was killed near the point of attack; they abandoned their interior defences (a trench and breastwork), and fled through their rear-gate, leaving a great number killed.

"Considering that, throughout these little operations, our investment was very close, and the enemy's fire kept up without any intermission, I am happy to say that our loss has been singularly small*.

"Where all evinced not only ready obedience, but the utmost zeal, it would be difficult to remark upon individual claims to notice; but *I must do myself the pleasure to acknowledge the cordial co-operation that I received from Captain Mitchell, of H. M. S. Slaney, who accompanied me at the disembarkation, and to whose readiness in affording me every assistance his ship could supply, the service was importantly indebted; and the exertions of his seamen, under the immediate command of Lieutenant Mathews, in getting the guns landed, and assisting in the battery, contributed essentially to accelerate the result.*"

Having succeeded in capturing the Rajah of Cheduba, and made such arrangements regarding the island as circumstances admitted, Brigadier M'Creagh re-embarked the European part of his force, and hastened to Rangoon, leaving Cheduba in charge of Lieutenant-Colonel Hampton, and under the protection of the Slaney, which sloop, we believe, was not engaged in any of the subsequent operations against the dominions of Ava. The island of Negrais, a barren desert, covered with an almost impenetrable jungle, and deep inlets of salt-water, was also taken possession of by Major Wahab and Captain Goodridge, who, finding it a place so little calculated for a military post, had already rejoined the commander-in-chief at Rangoon, having previously destroyed a stockade and twenty-eight boats at the mouth of the Bassein river.

After the capture of the Kemmendine stockades, the Bur-

* The military detachment had two men killed, and three officers and thirty-three men wounded: the Slaney one marine killed, and her first lieutenant (Henry Bathurst Houston Mathews) and four seamen wounded.

mese retired for a short time from the immediate vicinity of the British lines, and concentrated their forces at Donoobew, a strongly fortified town upon the Irrawaddy, about 60 miles to the northward of Rangoon. The rains had now set in, and the effects of a burning sun were only relieved by the torrents that fell from the accumulated clouds, and which brought disease along with their coolness. Constantly exposed to the vicissitudes of a tropical climate, and exhausted by the necessity of unintermitted exertion, it need not be matter of surprise that sickness soon began to thin the ranks, and impair the energies of the invaders. No one was exempt from the operation of these causes, and many officers, including Sir Archibald Campbell and Captain Marryat, were attacked with fever during the month of June. On the 14th, the latter wrote to Commodore Grant, reporting, that he had not a commissioned or warrant officer capable of doing duty; that seven of the Larne's crew had already died from cholera morbus or dysentery, and that 26 more were in the hospital dangerously ill, besides many others slightly attacked or remaining convalescent. "I am afraid," added he, "that we shall lose many men before we leave this place. The heavy and incessant rains, the unwholesomeness of the water, and the impossibility of procuring fresh provisions, to restore strength to the convalescent, forcibly point it out as the grave of a large part of the expedition."

From the above circumstances, and as her services were not then essentially required, the Sophie was ordered to Calcutta, and directed to return as soon as possible, with provisions for both sloops, and as many seamen as she could procure, either by entering or impressment. Previous to the Sophie's departure from Rangoon, six 32-pounder carronades were taken from her, to be mounted with four of the Larne's guns on board the Satellite transport, formerly a sloop of war in H. M. service.

On the 25th June, two fire-rafts were destroyed by a small detachment under the command of Mr. Henry Lister Maw, midshipman of the Liffey, who had been left behind by Commodore Grant to act as naval aide-de-camp to Sir Archibald

Campbell, and who was then employed in surveying the river above Kemmendine.

On receiving intelligence of the occupation of Rangoon, by the British armament, the Court of Ava was far from feeling any apprehension or alarm: on the contrary, the news was welcomed as peculiarly propitious; the destruction of the invaders was regarded as certain; and the only anxiety entertained was, lest they should effect a retreat before they were punished for their presumption. Notwithstanding the unseasonable period of the year, therefore, orders were sent to collect as large a force as possible to surround and capture the British, and Sykia Wongee (third minister of state) was despatched to assume the chief command. The result of these arrangements was little calculated to inspire the Court with confidence either in its officers or men.

On the morning of the 1st July, the Burman force was discovered in motion: the main body drew up upon the left of the British lines in front of the Kemmendine stockades and the Shwe-da-gon pagoda; but they were screened from observation by the intervening thicket, and their disposition and strength could not be ascertained. Three columns, estimated at 1000 men each, moved across to the right of the line, where they came in contact with the piquets of the 7th and 22nd regiments of Madras native infantry, which steadily maintained their ground against these superior numbers. The enemy then penetrated between the piquets, and occupied a hill, whence they commenced an ineffective fire, but were speedily dislodged by three companies of the above regiments with a gun and howitzer, under the personal command of Sir Archibald Campbell, who had the satisfaction of seeing them fly in every direction towards their favorite haunt, and only place of safety, the jungle; leaving at least 100 dead on the field.

"Major Snodgrass seems to have forgotten the part which the navy bore in repulsing this large force; and that, when, to distract our operations and destroy the shipping, not fewer than fifty-three of their huge fire-rafts, protected by gun-boats, were sent down the river towards the fleet at

the same time, all of these were, by uncommon skill and exertion, towed off and rendered harmless *." The activity and zeal of Mr. Lindquist, commanding the row-boats stationed at Kemmendine, were very conspicuous on this occasion.

About the same period, Captain Henry Hardy, of the Teignmouth cruiser, then stationed just within the bar, and employed in examining a creek, to which Captain Marryat had directed his attention, destroyed eleven large country boats, some already loaded, and some loading with stone, for the purpose of blocking up the entrance of the river.

The check sustained by the Burmese, on the 1st July, did not alter their plans, and they continued gathering strength in front of the lines and giving constant annoyance. It again, therefore, became necessary to repel them to a greater distance; and on the 8th, a column, about 1500 strong, under Brigadier-General Macbean, moved upon Kummeroot, a stockaded position about five miles from the Shwe-da-gon pagoda, whilst Sir Archibald Campbell embarked, with 800 men, for the attack of a fortified and commanding point of land, which not only obstructed the navigation of the river above Kemmendine, but afforded an excellent situation for the construction of fire-rafts, by the judicious employment of which, the enemy contemplated the destruction of our shipping. The result of these movements was thus reported by Sir A. Campbell, July 11, 1824:

"Having observed a disposition to re-cross part of their force to the Dalla side of the river, I determined, on the 8th instant, to make as general an attack as the very woody and inundated state of the country would possibly admit of. For that purpose, I formed the force to be employed into two columns of attack; one proceeding by land, under the command of that excellent and indefatigable officer Brigadier-General Macbean, for the purpose of surrounding the enemy on the land side; while I, with the other, proceeded by water to attack their stockaded position, along the banks of the river in front. To this post the enemy appeared to attach the greatest importance, and the stockades were so constructed as to afford mu-

* Quarterly Review, xxxv, 516.

tual support, presenting difficulties apparently not to be overcome without a great sacrifice of lives. *I therefore resolved to try the effect of shelling, and consulted with Captain Marryat upon the employment of such armed vessels as he might select to breach, in the event of our mortar practice not succeeding. The shells were thrown at too great distance to produce the desired effect, and the swampy state of the country would not admit of any advance. The armed vessels, viz. the Satellite, Teignmouth, Thetis, and Jessey, the whole under the command of Lieutenant Fraser, of H. M. S. Larne, now took their stations according to a disposition made by Captain Marryat, and opened a fire, which soon silenced that of* 14 *pieces of artillery, besides swivels and musketry from the stockades, and in one hour the preconcerted signal of 'breach practicable,' was displayed at the main-mast head.* The troops, as previously arranged, entered their boats on the signal being hoisted. The assault was made in the best order and handsomest style: Major Wahab, with the native infantry, landed, and immediately attacked the breach, while Lieutenant-Colonel (Henry) Godwin, almost at the same instant, pushed ashore a little higher up, and entered the work by escalade: the enemy kept up a sharp, but ill-directed fire, while the troops were landing, but, as usual, fled on our making a lodgment in the place. I now ordered Lieutenant-Colonel Godwin to re-embark with the detachment of the 41st regiment, and attack the second stockade, which was immediately carried in the same style. The third stockade was evacuated by the enemy.

"The cool and gallant conduct of all the troops on this occasion was, to me, a most gratifying sight. *To the officers and men of the breaching vessels every praise is due; and I much regret that severe indisposition prevented Captain Marryat from being present to witness the result of his arrangements* *.

"The inundated state of the country did not admit of any communication with Brigadier-General Macbean from the shipping, nor did I know the result of the operations of his column, until I returned to Rangoon in the evening. Nothing could be more brilliant and successful! He took, by assault, seven strong stockades in the most rapid succession, throwing the enemy into the utmost consternation; and he had also the good fortune to fall in with a large body flying from a stockade attacked by the shipping, of whom a great number were killed."

Ten stockades were thus taken from the enemy in one day, and upwards of 800 of his best troops were left dead

* The Satellite's crew consisted of every effective officer and man belonging to the Larne, some volunteers from the Mora transport, and a small detachment of infantry and artillery.

on the ground; great numbers afterwards died of their wounds in the jungle; 38 pieces of artillery, 40 swivels, and 300 muskets were captured;—a loss of no small importance where fire-arms were so scarce. Soomba Wongee (second minister of the empire), a Woondock, and two other chiefs of the first class, were found among the slain; and the surviving troops, deprived of their leaders, either dispersed, or fled in confusion to the rear, there to await the arrival of the King's favorite brother, the Prince of Sarrawaddy, said to be advancing with 70,000 men. The loss on the part of the British was comparatively very small—four rank and file killed; one captain, 35 soldiers, and 11 sailors wounded. The subjoined is a copy of an official letter from the commander-in-chief to Captain Marryat, dated July 9th, 1824:

"Sir,—I request you will accept my very best thanks for your able arrangement and disposition of the vessels employed in the attack of the enemy's stockades yesterday; and I beg you will also do me the favor of conveying them to Lieutenant Fraser, R. N. Captain Hardy, and the officers in command of the Honorable Company's cruisers Thetis and Jessey.

"I had the greatest satisfaction in observing the general good conduct of the row-boats and the boats of the transports; they carried the troops up to the assault in very handsome style, and Captain O'Brien, of the Moira, was the first man who leapt on shore, and entered the breach with the foremost of the troops. I am, &c.

(Signed) "A. CAMPBELL."

On the arrival of Sir Archibald's despatches at Fort William, the secretary to government addressed him thus:

"The Governor-General in Council unites with you in regretting, that the severe indisposition of Captain Marryat, the senior naval officer, prevented his witnessing the successful result of his judicious arrangements on the occasion alluded to. You will be pleased to assure Captain Marryat, that his Lordship in Council entertains the highest sense of his valuable services, and will not fail to bring them under the notice of his Excellency Commodore Grant."

On the 11th July, Captain Marryat wrote to the Commodore as follows:

"I must now call your attention to the condition of H. M. S. Larne, whose crew I am sorry to say have been rendered quite inefficient by

disease. Since we have been on this expedition, we have had 170 cases of cholera and dysentery. We have had thirteen deaths—we have now thirty patients at the hospital on shore, and twenty in the sick list on board; our convalescents are as ineffective as if they were in their hammocks; they relapse daily, and the surgeon reports, that, unless the vessel can be sent to cruise for a month, there is little chance of their ultimate recovery. When I sent away the expedition, under Lieutenant Fraser, on the 7th instant, I could only muster three officers and twelve men fit for duty.

"The conduct of Lieutenant Fraser, in the several expeditions which he has commanded, has been that of a gallant and steady officer; and I am under the greatest obligations to Mr. Atherton, not only for his active services in the boats, but for carrying on the whole duty of the ship, during the absence and sickness of the other officers. The behaviour of Mr. John Duffill, master's-mate of this ship, and of Messrs. Winsor and Maw, midshipmen, lent from the Sophie and Liffey, has been very satisfactory, and I trust, that when future opportunities may occur, they will so distinguish themselves as to have a fair claim for promotion."

On the 13th July, Captain Marryat dropped the Larne down as far as the Dalla creek, on her way to the mouth of the river, from whence she returned, with the sickness much decreased, on the 27th of the same month. During the absence of that ship, her first lieutenant, William Burdett Dobson, who had long been confined by severe illness, conducted a reconnoitring party up the Puzendown creek, where Sir A. Campbell succeeded in releasing a few Burmese families, who were desirous of returning to their houses at Rangoon. "To the influence of their report of the kind treatment they experienced," the British "were subsequently indebted for the return of the great body of the people, to whose services and exertions the army was so much indebted in the ensuing campaign *." Being again despatched with a considerable force, after Captain Marryat's return, Lieutenant Dobson captured thirty-five large cargo-boats, deeply laden with rice and salt-fish †.

On the 4th August, Sir Archibald Campbell proceeded up the Syriam river, with a detachment of 600 men and some

* Snodgrass, 2d edit. p. 60.

† The village of Puzendown, where the Pegu and Rangoon rivers meet, is about a mile below the town of Rangoon.

gun-boats, under the command of Brigadier William Smelt and Lieutenant Dobson, for the purpose of dislodging the enemy, who were employed in finishing a large field work, intended to command the river, and protect the surrounding country. Captain Marryat also went up, with two boats from the Larne, to superintend the debarkation, and to render every assistance in his power.

Upon approaching the landing place, which led to the pagoda of Syriam, they observed the remains of the old Portuguese fort, situated upon a commanding height, at the mouth of the Pegu river, a little above its junction with that of Rangoon, and which had long been concealed from view by trees and overgrown brush-wood, cleared, and scarped where the old wall had fallen down, and from fifteen to twenty feet high. Upon this the enemy had raised a parapet, and suspended huge logs of wood on the outside, intended to be cut away during the assault, and to carry the assailants before them in their descent.

The troops landed under the fire of the Jessey, and of a sloop named the Powerful, fitted as a mortar-vessel, and the advance-party moved on towards the fort until stopped by a deep, unfordable nullah, the bridge over which had been destroyed, purposely to check the progress of the invaders. This difficulty, however, was speedily removed, "*and a very tolerable bridge constructed by Captain Marryat and his people**," exposed to a galling fire, both of great guns and musketry. This service being effected ("with," as Major Snodgrass observes, "the characteristic coolness and activity of British seamen"), the advance was sounded, and the enemy abandoned the place with the utmost precipitation, leaving behind them eight pieces of good artillery, and a considerable quantity of ammunition. In this affair three of the Larne's crew were wounded: the good conduct of Messrs. Duffill and Winsor was particularly noticed and reported by Captain Marryat.

Sir Archibald Campbell next directed Lieutenant-Colonel Hastings M. Kelly, of the Madras European regiment, to pro-

* Official despatch.

ceed with part of the combined force to the Syriam pagoda, which is five miles in the interior, and was then occupied by about 300 men. The Lieutenant-Colonel, on arriving near it, found the enemy inclined to dispute the possession of their almost impregnable post; but they lost confidence as the British ascended a long flight of steps leading up to the pagoda, and fled in the utmost confusion, leaving behind them four pieces of artillery, and a great quantity of gunpowder.

In his report of these affairs, Sir Archibald Campbell acquainted the Supreme Government, that "*from Captain Marryat and the officers of His Majesty's navy he ever received the most prompt and cordial co-operation.*"

The province of Dalla was at this time in a very distracted state, owing to orders having been received for a general levy of every man capable of bearing arms: the order had been most strenuously opposed, and even blood had been shed on the arrival of a person of rank, to enforce obedience to the measures of the Burman government. Sir A. Campbell thought the opportunity favorable for a little interference, to assist the opposition and escape of the discontented, and, therefore, ordered a detachment of 400 men, under Lieutenant-Colonel Kelly, to embark in boats on the morning of the 8th August, and to proceed up the Dalla river, accompanied by Lieutenant Fraser, with directions to act in furtherance of the object alluded to, and to attack any part of the enemy's cordon they might fall in with. The following is a copy of the Lieutenant-Colonel's official report:

"I proceeded with the detachment you were pleased to place under my command, at 11 A. M., and after entering a large creek on the east side of Dalla, and proceeding about two miles, I observed two stockades, one on the right, and one on the left bank, immediately opposite to each other, both in commanding situations, particularly that on the left bank, which I instantly decided on attacking. The boats were hove-to for a short time, to make the necessary preparations for the attack; and as soon as these were completed, the whole moved on under a heavy fire from the guns and musketry of the enemy in both stockades. The landing was effected under an incessant fire from them, and after great labour and exertion in getting through the mud, which was remarkably stiff, and thigh deep, the scaling ladders were placed, and the stockade stormed and imme-

diately carried. Some of the troops then re-embarked, crossed the river, and took possession of the opposite stockade.

"Our loss, although severe, is not so great as might have been expected from the nature of the ground we had to go over, and the sharp and severe fire kept up by the enemy until the scaling ladders were placed. The loss on the part of the enemy was but small, in consequence of the vicinity of the jungle, into which they escaped the moment our men entered their works.

"Of the conduct of the troops, I cannot speak in too high praise, although it will be impossible for me to particularize the officers who so gallantly led their men to the assault, as they are too numerous; many of them assisted in carrying the ladders to the walls.

"*I felt myself highly indebted to Lieutenant Fraser, and a party of seamen and marines of H. M. S. Larne, whose unremitting exertions throughout the affair, greatly contributed towards the success of the day.*

"It is with regret I have to report that Mr. Maw, R. N., your acting aide-de-camp, was severely wounded at the early part of the day, whilst he and Captain John Campbell, H. M. 38th regiment, your (second) aide-de-camp, who was a volunteer on the occasion, were cheering on some of the seamen who accompanied us *.

"I have further to report, that the enemy, previous to their flight, threw some guns into a wet ditch that surrounded the fortifications. We found but two small ones, which were brought away. All the houses in both stockades were destroyed by fire, and a part of the palisade pulled down, before the return of the detachment to camp."

Finer or more characteristic traits of British soldiers and sailors were never witnessed than on this occasion; the officers, less encumbered than their men, forming line breast-deep in mud and water, and passing the scaling ladders from one to another to be planted against the walls of the stockade. The Bengaleese sailors, however, in the row-boats, badly as they had often behaved before, were now more cowardly than ever; and a great part of the loss sustained by the assailants was occasioned entirely by their gross misconduct, a circumstance not adverted to by either Lieutenant-Colonel Kelly or Major Snodgrass. It amounted, altogether, to 6 men killed, and 39, including 4 officers, wounded.

In an official letter, addressed to Commodore Grant, of

* Mr. Maw received a ball in his head, and was obliged to return home for the recovery of his health.

whose death he was then uninformed, Captain Marryat says:

"The gallantry of the officers employed in this expedition, viz. Lieutenant Fraser, Mr. Atherton, and Messrs. Duffill, Winsor, and [J. H.] Norcock, deserves the highest encomiums. I am sorry that our list of killed and wounded is so heavy *, but it will be accounted for when I state, that in these attacks the Lascars, who man the other boats, will not pull into the fire unless they are led by the officers and men of H. M. sloop the Larne. The conduct of Mr. Maw, midshipman of the Liffey, has, during the whole period of his service here, been a series of gallantry. I have great pleasure in transmitting a letter from Sir Archibald Campbell, relative to his conduct, and adding my testimony to that of the commander-in-chief."

"I regret," says Sir Archibald, "the severe wound received by Mr. Maw. Of this young man's gallantry of conduct and merit I cannot speak too highly: he has repeatedly distinguished himself by the most conspicuous and forward bravery."

At this period, H. M. squadron on the East India station consisted of the following ships and vessels;—*Tees* 26, Captain Thomas Coe (senior officer), on her return from New South Wales and Manilla; *Alligator* 28, Captain Thomas Alexander, C. B., proceeding to Calcutta, after landing specie at Rangoon; *Slaney* 20, Captain Charles Mitchell, lying in the river Hooghly; *Arachne* 18, Captain Henry Ducie Chads, recently arrived from England, and on her way from Trincomalee to Madras; *Larne* 20, Captain Frederick Marryat, at Rangoon; *Sophie* 18, Captain George F. Ryves, daily expected there from Bengal; and the Liffey 50, commanded *pro tempore* by Lieutenant George Tincombe, still at Pulo-Penang.

In the impossibility that existed of engaging in any active operations in the direction of Ava, it was now judged advisable to employ part of the combined force, at Rangoon, in reducing some of the maritime provinces of the Burman empire. The district of Tenasserim, comprising the divisions of Tavoy and Mergui, was that selected for attack, as containing a valuable tract of sea coast, as well as being likely to afford supplies of cattle and grain. Accordingly, an ex-

* Four men killed, and 15, including Messrs. Maw and Norcock, wounded.

pedition was despatched against those places, consisting of details of H. M. 89th regiment and the 7th Madras native infantry, the whole of the Honorable Company's cruisers, three gun-vessels, two row-boats, three Malay proas, and six transports, the whole under the command of Lieutenant-Colonel Miles, C. B., assisted by Captain Hardy, of the Teignmouth. This force sailed from Rangoon on the 20th August, and reached the mouth of the river leading to Tavoy on the 1st September. A conspiracy amongst the garrison facilitated the capture of the place; the second in command making the governor and his family prisoners, delivered them to the British; and the town was occupied without opposition.

At Mergui, whither the armament next proceeded, and where it arrived on the 6th October, a more effective resistance was offered: a heavy fire was opened from the batteries of the town, but returned by the cruisers with such effect, as to silence it in about an hour. The troops then landed, and after wading through miry ground between the river and a strong stockade, which defended the town, being exposed to a brisk fire from the enemy, they advanced to the stockade, and escaladed in the most gallant style. The Burman warriors fled, and the town, when first taken, was deserted by the inhabitants, who, however, soon returned, and shewed themselves perfectly indifferent to the change of authorities.

Leaving part of the Madras troops to garrison Mergui, and some of the flotilla for their protection, Lieutenant-Colonel Miles returned with the remainder of his force to Rangoon, in time to take a part in the more important operations about to occur. The capture of Mergui was effected with the loss of only six private soldiers killed, one missing, and two officers and 22 men wounded.

On the 2nd September, in compliance with a request from Sir Archibald Campbell, that he would take the necessary steps to dislodge the enemy from the stockades upon the Dalla creek, which they had re-occupied, Captain Marryat proceeded thither for that purpose, accompanied by two mor-

tar vessels and a detachment of gun-boats manned by the crew of the Larne.

The mortar-vessels and one gun-boat, with two or three howitzers mounted, having been anchored within 600 yards of the stockades, and the other boats having taken up a more advanced position, in a battering line, the whole opened their fire at 6 A. M., which was smartly returned by the enemy, both with guns and musketry.

At 9 o'clock, a detachment of row-boats, with troops under the command of Major Richard Lacy Evans, of the Madras army, pulled up the creek. By this time, the enemy's great guns were silenced, and their magazine blown up; they still, however, held possession of the stockades, and maintained a constant fire of small arms.

The ditches of these works had been so widened as not to allow the scaling ladders to be planted, and a strong chevaux-de-frise was found placed across the creek to impede the advance of the flotilla. The original intention of storming the stockades from the river side was therefore abandoned, and Major Evans determined to attack the smallest in the rear. At 9-30, he landed with 150 men, forced his way through the jungle by single files, and succeeded in dislodging the enemy. Possession having been gained, the advance was sounded, and the boats pulled up to the main stockade, which was stormed without loss, the enemy retreating into the jungle.

From the precision of the mortar practice, and the excellent fire of the gun-boats, which had completely riddled the stockades, the enemy's loss must have been considerable: the British had only four men wounded this day, of whom three belonged to the navy. Eight gun carriages were found in the main stockade, and subsequently two very fine brass guns, which had been sunk in the ditch.

Leaving a sufficient force to defend the stockades, Captain Marryat and Major Evans then pushed higher up the creek, where they discovered between twenty-five and thirty boats and canoes, laden with arms and ammunition, the whole of which were either destroyed or brought away.

The zeal and activity of Lieutenant Fraser, Mr. Henry Hodder, acting master of the Larne, Mr. Duffill, and Mr.

Alexander Cranley (midshipman), who had charge of the gun-boats on this occasion, "were as highly satisfactory" to Captain Marryat "as creditable to themselves."

In his official report of this affair, Sir Archibald Campbell says,—"*I cannot do adequate justice to the sense I entertain of the ability and readiness with which I find myself at all times supported by Captain Marryat and the officers and crew of the ship under his command: nor ought I to omit mentioning, that the officers and crew of the transport ship* Moira *are volunteers on every occasion when the enemy is likely to be met with.*"

Major Snodgrass makes a brief allusion to the capture of the stockades, upon the Dalla creek; but he is again silent respecting the navy.

On the 4th September, the Sophie returned to Rangoon, with provisions and a few volunteer seamen. Captain Ryves reported the loss of seven men, who had died of cholera morbus, and that he had been obliged to give his sloop a thorough caulking, in consequence of the severe weather she had encountered when proceeding to Calcutta. About this time, the gig of the Larne found floating the remains of an English sailor, whom the Burmese had first tortured to death, and then sawed in halves.

The captured stockades now became the site of constant warfare, the Burmese proving peculiarly tenacious of any passage being opened up the creek leading to Thontai, (the capital of Dalla, and the retreat of the Rangoon people). The gun-vessels, row-boats, and soldiers left in defence of these works, were each succeeding night assailed with musketry from the surrounding jungle, and the officers and men of the navy were constantly in their boats, watching, grappling, and towing away fire-rafts.

On the 5th September, at midnight, a straggling fire was again heard in the direction of the Dalla stockade, and shortly afterwards a rocket was thrown up, the signal previously arranged with the detachment, in case of immediate assistance being required. With the advantage of a strong flood tide, the boats of the Larne proceeded rapidly to the

point of contention, where a heavy fire was exchanged; and as their approach could not be perceived, in consequence of the smoke, the officers and men cheered, to announce that support was at hand, and had the satisfaction to hear it warmly returned, both by the military and those afloat. The attacks of the enemy had been simultaneous; the gun-vessels in the creek having been assailed by a number of war-boats, while the troops on shore were opposed to a force estimated at from 1500 to 2000 men.

Upon Captain Marryat's arrival, he found the enemy's troops had not retreated, but still kept up a galling fire. The war-boats, which had endeavoured to board the Kitty gun-brig, had been beat off by the exertions and gallantry of Mr. Robert Crawfurd, commanding that vessel, and were apparently rallying at a short distance up the creek, with a determination to renew the attack; but on perceiving the Larne's boats advancing a-head of the gun-vessels, they made a precipitate retreat. Chase was immediately given, and five of them, which had been most severely handled, and could not keep up with the main body, were successively boarded and carried.

The spears remaining in the sides of the Kitty, the ladders attached to her rigging, and the boarding netting cut through in many places, proved the severe conflict which had been sustained, and induced Captain Marryat to recommend the very meritorious conduct of Mr. Crawfurd to the favorable consideration of the Governor-General in Council.

From the number of dead found in the captured boats, and the crippled state of many others, the loss of the enemy in this water attack, cannot be estimated at less than 250 men. The Kitty had only two sepoys (doing duty as marines) killed, and her commander and four men wounded. The active and zealous support which he received from Lieutenant Fraser and Mr. Duffill was again publicly acknowledged by Captain Marryat; who also gave great praise to Messrs. King and Frames, commanding the Narcissa and Tiger gun-vessels, for the well-directed and destructive fire which they poured into the enemy's war-boats.

Two days after this first rencontre with the enemy's flotilla (of which Major Snodgrass makes no mention whatever), the commander-in-chief issued a general order, of which the following is an extract:

"Sir Archibald Campbell will take an early opportunity of communicating to Captain Marryat, R. N. how gratified he was by his prompt support at the point assailed, and the gallant pursuit of the flying enemy by himself and his brave followers; and which he will not fail to request Captain Marryat to communicate to the officers and men of H. M. navy, and also those of the transport service, who so handsomely came forward on this, as they have done on many former occasions."

On the 9th September, Lieutenant Fraser was sent to search for the passage up to Thon-tai, by way of the Dalla creek; but, after an absence of three days, he returned without being able to find it. While on this service, Mr. Lindquist, commanding a detachment of row-boats, and one man, were wounded, by musketry from the shore.

The scurvy was now making a rapid progress among the crew of the Larne, in consequence of their having been for some months confined to a diet of salt and damaged provisions, added to a total privation of vegetables, and the usual effects of a long continued wet season. Supposing that a period of at least six weeks would elapse before active operations could be re-commenced, Captain Marryat was thereby induced to submit to Sir Archibald Campbell the propriety of proceeding with his ship to Penang, leaving the Sophie and Satellite to protect the transports, &c. at Rangoon. On the 10th September, he received the following answer:

"Under these circumstances, I most fully coincide with you in opinion, that no time should be lost in proceeding to Penang, where those comforts essentially necessary for the recovery of your crew are at present most conveniently to be had; aware as I am, that the most urgent necessity alone induces you to suggest the removal of the ship under your command. I feel fully convinced that you will not lose a moment in returning to partake of the farther, and I trust more active, operations of the approaching campaign.

"In taking I hope a very short leave of yourself, and the officers and men of the Larne, I shall not dwell, as I otherwise would, on the valuable and ready aid I have invariably received from you all, since the commence-

ment of the present service, embracing duties of perhaps as severe and harassing a nature as ever were experienced by either sailors or soldiers, and under privations of the most trying nature. Any number of Malay sailors you may require, to assist in navigating the Larne to Penang, are at your service. (Signed) "A. CAMPBELL."

At the request of Sir Archibald, Captain Marryat left Lieutenant Dobson, with sixteen of the Larne's crew, and nine supernumerary seamen belonging to the Alligator, in charge of the armed transport Satellite, stationed at Pagoda Point, where he had been for several weeks, "performing the anxious and important duties imposed upon him, in every respect as a valuable officer*."

On the 11th September, the Arachne was reported off the bar. Captain Marryat, with only 27 of his original ship's company, including officers, on board, was then dropping down from Rangoon; but he deferred quitting the river for two days, in order to give Captain Chads every information in his power. At this period, the European portion of the army fit for active service in the field was reduced to less than 1500 men. Seven hundred and forty-nine British soldiers had fallen victims to the climate, and upwards of 1000 were in the hospitals. Nearly one-fourth of the Sophie's crew had died, and as many more were sick.

We must here remark, that the command held by Captain Marryat, under such peculiar circumstances, from May 31st to Sept. 11th, 1824, was so important, that, had it been in time of extended war, it would, in all probability, have been delegated to a flag-officer; that, during a period so novel and trying to a young commander, he never once incurred censure; and that he did not give over the charge to Captain Ryves until the enemy had been so decidedly repulsed that Sir Archibald Campbell officially stated to him his conviction that the Sophie and Satellite were sufficient protection for the shipping. His various official reports were transmitted to the Admiralty, with the following letter from

* In order to give protection to boats passing up and down the Rangoon river, gun-vessels, with ten sepoys in each, were anchored off all the creeks, from the bar to Pagoda Point.

Captain Coe, by whom he was promoted into the Tees on that officer assuming the command of the Liffey.

"I have the honor to enclose sundry despatches from Captain Marryat, of H. M. S. Larne, in command of the naval force in the river Rangoon, detailing various successful attacks on the enemy, while co-operating with the army under Sir Archibald Campbell; and I feel much pleasure in recommending to their Lordships' notice that officer, as well as those named in the margin *, to whose zealous exertions and cool intrepidity are to be attributed the successful results of the various attacks which they conducted against the enemy. I am pleased in having it in my power to recommend in the strongest terms, Mr. Henry Lister Maw, midshipman of this ship, who volunteered his services to Sir Archibald Campbell, and who accompanied him in all his operations; and I trust, from the high encomiums passed on his conduct, their Lordships will be pleased to consider his services, and his having been most dangerously wounded."

The Larne did not return to Rangoon until the 24th December, 1824.

CHAPTER II.

On the arrival of the Arachne at Madras, July 29, 1824, Captain Chads found that Commodore Grant had given directions to his agents there, to detain all despatches for him which might arrive after the 15th of that month, and intimated his intention to leave Penang on the 1st of August. Under these circumstances, the commander of the Arachne considered, that the surest way to join his commodore was to remain stationary; but at the same time he offered the ser-

* Lieutenants William Burdett Dobson and Thomas Fraser, acting Lieutenant George Goldfinch, Mr. Robert Atherton, and Messrs. John Duffill, George Winsor, and Charles Kittoe Scott.

vices of his sloop, should the Madras government deem them necessary for prosecuting the war in Ava. On the 28th August, he received the first intimation of the death of Commodore Grant; and on the 3d September, having embarked on board the Arachne four lacs of rupees, for the use of the invading army, he took his departure for Rangoon, at the especial request of the Governor-in-Council of Fort St. George. On the 15th Sept. he assumed the chief command of the combined naval force attached to Sir Archibald Campbell's army.

We must here remark, that the Arachne was sent from England to relieve the Sophie; but in consequence of a request from the Supreme Government, contained in a letter signed by Mr. Swinton, and dated Oct. 8, 1824, and seeing the absolute necessity of detaining that sloop, to co-operate in carrying on the war, Captain Chads took upon himself the responsibility of ordering her to remain.

On the 19th Sept., Sir Archibald Campbell directed a movement to be made upon Panlang, where the enemy had established a post, and were busily employed in constructing combustible rafts and boats for the destruction of our shipping. The force employed consisted of about 500 troops, under the command of Brigadier-General Hugh Fraser; the Satellite, manned with 45 British sailors and 20 soldiers; the Diana, steam vessel; all the boats of the Arachne and Sophie, and several belonging to the transports, but manned by the former sloop and the Moira; nine gun-vessels, and sixteen row-boats.

On the 21st, the troops were embarked, and Captain Chads moved upwards with the flotilla, which was in three divisions, under the command of Lieutenant Charles Keele, first of the Arachne; Lieutenant John Bazely, first of the Sophie; and Mr. Stephen Joshua Lett, master's-mate of the former sloop.

In the evening, heavy guns were heard, not far distant; and next morning, five stockades were seen, three on the right side and two on the left: the Satellite, towed by the Diana, was far a-head of the flotilla, and soon ran up with the ene-

my's works, receiving, as she advanced, a heavy raking fire of great guns, jingals, and musketry; which was not returned, however, till the vessel was placed directly in the centre, when both broadsides were opened on them, and Captain Chads had soon the satisfaction of seeing the enemy fly in all directions. Some troops under Major Sale were immediately landed, with trifling opposition, and the whole of the stockades destroyed. About fifteen guns of various sizes were taken, and the same number of one-pounder swivels. The enemy are supposed to have been about 2000 strong; but they took especial care not to allow our troops to close with them.

The expedition now proceeded about twenty miles higher up the river, and, on the 24th, fell in with three more stockades, which were bombarded for a short time previous to the landing of the troops, who found them all evacuated. About twenty-five war boats, rowing 30 and 40 oars each, were also discovered; but, owing to their superior speed, it was found impossible to overtake them.

On the 25th, the flotilla again advanced, till the river narrowed to eighty yards, when Captain Chads sent Lieutenant Keele about four miles further up, who reported that it was there very deep, but only sixty yards across. The expedition returned to Rangoon on the 27th, when Brigadier-General Fraser addressed a letter to Sir Archibald Campbell, of which the following are extracts:

"I am happy to add, that no casualties occurred amongst the troops during these operations, but I understand 2 or 3 sailors were wounded.

"The ordnance was taken possession of by the naval commander, with the exception of one gun burst, and another sunk in the river.

"*My best thanks are due to Captain Chads, of H. M. S. Arachne, for the cordial co-operation I received from him during the whole operations;* and I cannot omit to notice the zeal and alacrity with which Lieutenant Keele and Mr. Lett, H. M. S. Arachne, and Lieutenant Bazely and Mr. Winsor, H. M. S. Sophie, performed the different duties assigned to them by Captain Chads."

We shall here give an extract of a general order issued by Sir Archibald Campbell, on the 27th Sept.

"The commander of the forces begs Brigadier-General Fraser and Cap-

tain Chads, R. N. will accept his best thanks for their perseverance in the fatiguing and harassing service in which they have been engaged, and it is with great pleasure he has received a report of *the unanimity and good feeling with which the best exertions of the officers and men of both services were brought forward upon this, as on all other occasions where they have been employed together, and which it has so often been his pride to report to the highest authorities.*

(Signed) "F. S. Tidy, *Lieut. Col.*, D. A. G."

Major Snodgrass contents himself with saying, that "the stockades upon the Dalla river, and those upon the Panlang branch, or principal passage into the Irrawaddy, were attacked and carried with few casualties on our part, while the enemy in both instances suffered severely, with the additional loss of many pieces of artillery." In an official letter to Captain Coe, dated Sept. 28th, Captain Chads expresses himself as follows :—

"A chart drawn by Mr. Winsor, Admiralty midshipman of the Sophie, to whom I feel much indebted for his exertion and ability, he having had the arduous charge of the steam-vessel during the whole of the time, will enable you to judge of our progress; the Satellite was on shore three times, and the Diana once, but without the slightest injury. It now becomes a most pleasing duty for me to express the high satisfaction I feel at the conduct of the officers and seamen I had the pleasure to command; their privations and harassing duties were extreme, under heavy rains, guards by night from fire-rafts, with the enemy's war-boats constantly watching close to them, and incessant towing of the flotilla by day; their high spirits were unabated; and without the utmost zeal and fatigue in the officers commanding the divisions, it would have been impossible to have advanced, manned as they * are, with natives only. Lieutenant Dobson rendered me every assistance, and was of great service; he was severely burnt on the 22d. From the exemplary conduct of these officers and seamen, allow me, Sir, to recommend them to your favorable attention. The casualties, I rejoice to say, have been very few—four seamen of the Arachne wounded."

"The rains continued during the whole month of September, and sickness had arrived at an alarming height. An epidemic fever, which prevailed all over India, made its appearance among the troops, which, although in few instances of a fatal tendency, left all those whom it attacked in a de-

* The gun-vessels and row-boats.

plorable state of weakness and debility, accompanied by cramps and pains in the limbs: men discharged from the hospitals were long in regaining their strength; and their too frequent indulgence in pine-apples, limes, and other fruit with which the woods about Rangoon abound, brought on dysentery, which, in their exhausted state, generally terminated in death."

The situation of the combined force at this time "was, indeed, truly melancholy; even those who still continued to do their duty, emaciated and reduced, could with difficulty crawl about. The hospitals crowded, and with all the care and attention of a numerous and experienced medical staff, the sick for many months continued to increase, until scarcely 3000 duty-soldiers were left to guard the lines. Floating hospitals were established at the mouth of the river; bread was furnished in sufficient quantities, but nothing except change of season, or of climate, seemed likely to restore the sufferers to health.

"Mergui and Tavoy, now in our possession, and represented by the professional men who visited them as possessing every requisite advantage, were accordingly fixed on as convalescent stations. To these places numbers were subsequently sent, and the result fully justified the most sanguine expectations that were formed. Men who had for months remained in a most debilitated state at Rangoon, rapidly recovered on arriving at Mergui, and were soon restored in full health and vigour to their duty *."

On the 5th October, a detachment of Madras native infantry and some pioneers, with a few camel howitzers, under the command of Lieutenant-Colonel Henry Francis Smith, C. B., was sent to attack the enemy's stockaded position in the neighbourhood of Annayben and the pagoda of Keykloo, fourteen miles from Rangoon; and at the same time another military detachment, under Major Thomas Evans, was embarked in the flotilla, and directed to make a simultaneous movement upon Than-ta-bain, about 30 miles distant from

* Snodgrass, 79.

Rangoon, which latter service occupied six days in its successful performance. The result was the destruction of five stockades, seven or eight war-boats, and large preparations for fire-vessels and rafts. "*The naval part of the expedition,*" says Sir Archibald Campbell, "*was prepared and led by that zealous and excellent officer Captain Chads, of H. M. S. Arachne, the senior naval officer on the station. How well my orders have been executed, the accompanying detail of operations will shew.*"

ENCLOSURE.

"*Camp, Rangoon, 11th Oct.* 1824.

"Sir,—In obedience to orders I had the honor of receiving from you, to feel the strength and disposition of the enemy upon the Lyne river, and to attack him as often as opportunities might offer of displaying the valour of the troops under my command, I embarked, on the morning of the 5th inst., with 300 men of H. M. 38th regiment, 100 rank and file of the 18th Madras native infantry, and a detachment of Bengal artillery, under Captain Timbrell, on board a flotilla of gun-boats, &c. &c. under the immediate command of Captain Chads. The first day's tide carried us as high as Pagoda Point, above Kemmendine, at the junction of the Lyne and Panlang rivers. Having been joined by the armed transport and flotilla, at 2 P. M. next day, the whole force proceeded up the Lyne river with a flowing tide. Bodies of the enemy were seen moving up on the right bank, while numerous war-boats hovered in our front, keeping up a continued but distant fire. After the flotilla anchored, the light boats in advance, under Lieutenant Kellett, of H. M. S. Arachne, pursued the enemy's war-boats; and having closed with one carrying a gun and full complement of men, boarded and took her in the handsomest style, the Burmese jumping overboard to save themselves. On the 7th, after proceeding about four miles, I observed two stockades, which were taken possession of without loss, and we reached, with this tide, within a short distance of the large works and fortified village of Than-ta-bain, having in the course of the day destroyed seven of the newly constructed war-boats. On reconnoitring the village, I found it was defended by three long breast-works, with a very extensive stockade, constructed of large teak-beams; and fourteen war-boats, each mounting a gun, were anchored so as to defend the approach to it.

"Having consulted Captain Chads, we advanced to the assault, the steam-boat, with the Satellite and bomb ketch in tow *, and the troops in their boats ready to land when ordered. In passing the breast-works, we

* One of the gun-vessels fitted with a mortar.

ceived a smart running fire from jingals and musketry, which was returned with showers of grape from the Satellite; and observing the enemy evidently in confusion, I directed the troops and scaling ladders to be immediately landed, and in a few minutes every work about the place was in our possession. During this night, some fire-rafts, of a most formidable appearance, were floated down the river; but very fortunately they passed without touching any of the vessels.

"At 6 o'clock next morning, we again moved with the tide, and in passing a narrow neck of land at the junction of two rivers, were received with a brisk discharge of musketry from a long line of breast-works, and a cannonade from a very large stockade on our right. The fire of the latter was soon silenced by the well-pointed guns of the Satellite.

"The troops and pioneers were ordered then to land, and this formidable stockade was carried by assault without a struggle. It is, without exception, the strongest work of the kind I have ever seen—the length of the front and rear faces is 200 yards, and that of the side faces 150. It is built of solid timber, fifteen feet high, with a platform inside all round, five feet broad and eight feet from the ground—upon this platform were a number of wooden guns, and piles of single and double-headed wooden shot, and many jingals; below, we found seven pieces of brass and iron ordnance. In front, the stockade is strengthened by breast-works and regular demilunes, and would contain with ease above 2,000 men. In the centre of this strong hold, we found the magnificent bungalow of the Kee Wongee, who, I presume, fled early in the day. I cannot doubt but the enemy's loss must have been severe, though we only found seventeen dead bodies, which they had not time to carry off.

"The advanced boats having pushed up the river some miles, without seeing any other works, I considered the objects you had in view fully accomplished, and we accordingly began to move back to Rangoon. * * * * * * * * *I cannot adequately acknowledge my obligations to Captain Chads, for his zealous, judicious, and cordial co-operation; and the spirited conduct of Lieutenant Kellett, in command of the advanced boats, attracted the notice of every one.* * * * * * * * I need scarcely add, that every officer and man evinced, on all occasions, that cheerful readiness and determined valour you have so often witnessed. * * * * Much powder, and an immense quantity of petroleum oil, and warlike stores, were destroyed at the different stockades."

(Signed) "T. EVANS."

The naval officers employed in this expedition were Lieutenants William Burdett Dobson, Augustus Henry Kellett, and George Goldfinch; Mr. Lett, master's-mate, and Messrs. James Ward Tomlinson, (son of Captain, now Rear-Admiral Nicholas Tomlinson), Archibald Reed, George Winsor,

Charles Michell, and —— Murray, Admiralty midshipmen. The following is an extract of a letter from Captain Chads to Captain Coe, dated October 11th:

"Every thing which I had in view having been most fully accomplished, and our provisions wholly expended, it was necessary to return, and we reached this place yesterday afternoon, having been six days away, during which time hardly a man had an hour's rest, whereas the whole were subject to the most harassing duty, with extreme heat and heavy rain; but the same good spirit I had the pleasure on the former occasion to recommend to your favourable attention, still animated the seamen and marines under my command: and I beg particularly to bring to your notice Lieutenant Kellett, who was in command of the light division, with Lieutenant Goldfinch and the other officers, before named. On all occasions they were foremost, and led the gun-boats with the troops up to every stockade. From Lieutenant Dobson I received great assistance on board the Satellite; Mr. Winsor, of the Sophie, had again charge of the steam-vessel, and conducted her with the same judgment I before noticed to you; he will now add to the chart I then sent you, made by him, the extent of our last expedition."

On the 16th October, Sir Archibald Campbell, in general orders, expressed "his satisfaction at the series of uninterrupted success which had marked the progress of the combined forces under Major Evans and Captain Chads," to whom he gave "his best thanks for their persevering exertions, which cost the enemy eleven pieces of cannon and twenty wall-pieces, as well as all the means of annoyance which he had long been collecting." The Governor-General also expressed "his high approbation and applause of the brilliant and decisive attack" on Than-ta-bain. "You will be pleased," says Mr. Swinton, in a letter to Sir Archibald Campbell, "to convey to Major Evans and Captain Chads the sense which the Governor-General in Council entertains of the gallant service performed by them and the officers and men under their command, *which has not been surpassed by any of the most distinguished affairs with the enemy since our first occupation of Rangoon.*"

During the above successful operations against Than-ta-bain, (of which no notice is taken by Major Snodgrass) the military detachment under Lieutenant-Colonel Smith carried a stockade at Tadaghee, and a succession of breast-works in

the vicinity of Keykloo; but was repulsed in an attempt to escalade the entrenchments surrounding the pagoda, and obliged to retreat with the loss of 21 officers and men killed, and 74 wounded. The bodies of 28 sepoys and pioneers were afterwards discovered by Brigadier M'Creagh, "fastened to the trunks of trees on the road side, mangled and mutilated in every manner that savage cruelty could devise."

Sir Archibald Campbell now determined to reduce and occupy the city of Martaban, situated at the bottom of the gulf of that name, and about 100 miles to the eastward of Rangoon. The naval part of this expedition was commanded by Lieutenant Charles Keele, whose force consisted of six gun-vessels, one mortar-boat, seven gun-boats, thirty men from the Arachne and Sophie, and an armed transport, having on board 450 troops, under the command of Lieutenant-Colonel Godwin.

On the 27th October, the above armament entered Martaban river, and the flotilla, led on in most gallant style by the Arachne's jolly-boat, under the command of Mr. George Bourchier Dewes, a youngster only fourteen years of age, succeeded in destroying about thirty of the enemy's war-boats, two of them pulling 50 oars each, and the whole armed with muskets, spears, and swivels. "This service," says Captain Chads, "was performed in a manner to reflect great credit on Lieutenant Keele, and Lieutenant-Colonel Godwin mentions in high terms his gallantry and zeal."

On the 29th, when closing the town, the transport grounded too far off to make use of her carronades with good effect. The enemy then opened their fire from a stockade, which was returned by all the row-boats, forming a line close alongshore, until after sunset; the mortar-vessel likewise took her position, under Captain Thomas Ynyr B. Kennan, of the Madras artillery, and kept up a well-directed fire the whole night, killing, from report, great numbers of the enemy. The appearance of Martaban is thus described by Lieutenant-Colonel Godwin:

"The place rests at the bottom of a very high hill, washed by a beautiful and extensive sheet of water; on its right a rocky mound, on which

was placed a two-gun battery, with a deep nullah under it. This battery communicates with the usual stockade of timber, and behind this a work of masonry, varying from twelve to twenty feet thick, with small embrasures for either cannon or musketry. The stockade runs along the margin of the water for more than three-quarters of a mile, where it joins a large pagoda, which projects into the water in the form of a bastion. The defences then continue a short distance, and end at a nullah, on the other side of which all is thick jungle. The town continues to run in an angle way from the pagoda for at least a mile, and terminates in the house of the Mayoon, close to a stockade up the hill. The whole defence is the water line, with its flanks protected. The rear of the town and work is composed of thick jungle and large trees, and open to the summit."

Lieutenant-Colonel Godwin was prepared for a determined resistance on the part of the enemy, by seeing a number of armed men crossing, as he went up the river to reconnoitre. "At 5 o'clock in the morning of the 30th," says he, "the men composing the first division were in their boats—98 of H. M. 41st regiment, 75 of the 3rd native light infantry, 8 of the Bengal artillery, and 38 seamen of the royal navy; and I was fully aware that these men would have the business to themselves, as I had no where to wait for the remainder of the force, and every boat was already occupied. The advance sounded a little after five, and the boats rowed off, and soon came under a very heavy fire of all arms. On approaching the shore, I perceived there had been a misunderstanding with respect to the spot at which I wished to land, and that we had got on the wrong side of the nullah. As we could not carry the ladders through the mud, I ordered the boats to push off and put in at the place I appointed; at this time, a heavy fire of artillery and musketry was on us, and *the Lascars would not face it* *. Lieutenant Keele, of the Arachne, commanding the naval force with me, pushed on shore, and gallantly went to see if the nullah could be passed: he came back almost directly, and informed me there was a boat in the nullah, over which the men could go, and that the side

* At Than-ta-bain their conduct was equally bad. Although cheered on by the European troops in their vessels and boats, not one of them could be got to assist in rendering the fire-rafts harmless.

of the rock to the battery appeared practicable. Trusting to the gallantry of the people with me, I determined to try it; and from the men getting on shore, there was not a halt till we had possession of it. It was stormed under a heavy fire of musketry; the enemy did not leave the fort till we were within a few paces of them, and they even threw stones at us, when we were too much under the fort for their fire to reach us. *It is due to Captain Borrowes, of H. M. 41st regiment, and Lieutenant Keele, R. N., to say they were in first.* I now felt secure of the place, and after waiting till the men had recovered from the exertion, and to get them together, they marched down along the works, and cleared all before them. On marching through the town it was, as usual, deserted, except by a great many women. The emptiness of the houses shewed every preparation had been made, if the place was captured, to prevent our getting any property. I enclose a return of the guns taken, as also the ordnance stores; the quantities of the latter immense, kept in a stockade about half a mile up the hill, and a regular manufactory to make the powder. Our loss has been comparatively small—seven killed and fourteen wounded. In this immense place, with so many facilities to escape, I cannot guess what the enemy's loss may have been; but from the prisoners, of whom we have a great many, and other sources, it must have been great; as allowing that two-thirds of the number reported were within this place at the attack, there must have been between three and four thousand."

The ordnance and stores captured at Martaban consisted of 16 guns of various calibre, 100 wall-pieces, 500 muskets, 7,000 round shot, 1,500 grape, 100,000 musket-balls, 9,000 *lbs.* of lead, 20,000 flints, 10,000 musket-cartridges, 6,000 ditto for wall-pieces, 26,500 *lbs.* of loose gunpowder, 10,000 *lbs.* of saltpetre, and 5,000 *lbs.* of sulphur. The Hon. Company's gun-vessel Phäeton was found at this place, with her crew in irons. Her commander had put into Martaban by mistake, and was then a prisoner at Ava.

The loss sustained by the naval detachment was two men killed, one dangerously wounded, and three severely. In con-

cluding his report to Sir A. Campbell, the Lieutenant-Colonel expresses himself as follows:

"Where every one contended honorably, it would be difficult to select for your particular notice. * * * * *Lieutenant Keele, of the Arachne, Lieutenant Bazely, of the Sophie, and their respective crews, behaved with their usual gallantry. Lieutenant Keele's unremitting exertions with this little force, as also the share he has taken in the fall of the place, together with the good understanding kept up between the services, I leave for you, Sir, properly to appreciate.*"

At the same period, Lieutenant-Colonel Godwin addressed the following private letter to Lieutenant Keele:

"*Martaban, Nov. 1st,* 1824.

"My dear Sir,—The events of yesterday, in which you bore so conspicuous a part, call upon me thus early to offer you my warmest acknowledgments of your gallantry and judicious conduct, which tended so much to place this town in our possession, and I shall be most happy to state to Sir Archibald Campbell how much he owes to your bravery and talents on this occasion. Believe me, my dear Sir, ever most faithfully yours,

(Signed) "Hy. Godwin, Lieut.-Col. 41st Regt."

Lieutenant Keele officially reported to Captain Chads, that "Lieutenant Bazely rendered him every assistance;" and he also spoke "in high praise of the constant good conduct of Mr. Lett."

Sir Archibald Campbell describes the capture of Martaban as "an achievement no less honorable than beneficial to the British arms, reflecting the highest credit on every individual composing the force employed." On the 26th Nov., Mr. Secretary Swinton wrote to Sir Archibald as follows:

"The Governor-General in Council commands me to express his fullest concurrence in the tribute of applause which you have bestowed on Lieutenant-Colonel Godwin, and the officers and men under his command, and on Lieutenant Keele and the seamen of the royal navy, composing the expedition fitted out against Martaban.

"The ability and judgment with which Lieutenant-Colonel Godwin planned the attack, and the gallantry with which the place was carried by the small force of 220 men, against the numerous and well-armed troops of the enemy, reflects the highest credit on the professional character of the officers in command, and the cool and resolute intrepidity of the handful of men by whom so important and brilliant an exploit has been achieved.

"His Lordship in Council accordingly desires, that you will be pleased to express to Lieutenant-Colonel Godwin the very high sense which Government entertain of his conduct on this occasion. *You will also be pleased to convey to Lieutenants Keele and Bazely, of H. M. sloops Arachne and Sophie, the acknowledgments of the Governor-General in Council for the zealous and gallant exertions of themselves and the British seamen under their command.*"

The capture of Martaban, "long considered as a place of some note, both in a political and commercial point of view, as the capital and mart of an extensive province, but more especially as a frontier fortress and depôt of military stores, where the Burmese armies were usually assembled in their frequent wars with the Siamese," is thus briefly related by Major Snodgrass:

"Owing to light and contrary winds, the expedition did not reach its destination so soon as was expected; and instead of taking the enemy by surprise, they found him fully aware of their approach, and that every preparation had been made for their reception. The governor, Maha Oudinah, a bold and resolute chief, had fortified with skill and labour every commanding eminence about the town, and its distance from the coast, nearly 20 miles, offered many serious obstacles to the approach of our troops. By land, difficult forests, marshes, and extensive plains of rice-grounds, still covered with the inundations of the monsoon, prevented a movement from the coast in that way; while the intricate navigation of a shallow, winding river, presented many impediments to an approach by water. The latter course, however, was at once resolved on, and by toil and perseverance, the vessels were finally anchored nearly a-breast of the town; and the governor evincing no disposition to come to terms, an assault took place, when the enemy was driven with severe loss from every part of his defences." The destruction of the war-boats, and Lieutenant Keele's subsequent services, have not been considered worthy the Major's notice.

After arranging matters at Martaban, Lieutenant-Colonel Godwin despatched a party against Yeh, situated to the eastward, which fell without resistance. By the capture of these places, the previous reduction of Mergui and Tavoy, and the voluntary submission of the whole coast of Tenasserim, the British obtained possession of very large stores of grain, ammunition, and ordnance, together with numerous boats fit for the conveyance of troops, and the command of

all the Burman sea-coast from Rangoon to the eastward, a district ultimately ceded by treaty.

In October, the sickness and number of deaths at Rangoon were greater than in any previous month. In the beginning of November, however, a sensible change in the health of the troops was apparent. At this latter period, four of the Arachne's crew had already fallen victims to the climate, and forty-four were reported unfit for service; her total complement was only 100 officers, men, and boys.

On the 7th Nov., Lieutenant Greer, of the Bombay marine, then commanding the Thetis cruiser, being on his way from Elephant Point to Rangoon, in a row-gun-boat, with six sepoys as a guard, succeeded in beating off two war-boats, carrying from 30 to 40 men each, which had come out from the intermediate creeks, with twelve other boats of the same description, purposely to intercept him. The bold and determined conduct of Mr. Greer was duly appreciated by Sir Archibald Campbell and Captain Chads, who were well aware, that the capture of even a single boat would have been a source of the highest exultation to the Burmese, and emboldened them to give further annoyance on the river. Unfortunately, the seeds of jealousy, respecting the command of the Honorable Company's naval force in Ava, had previously been sown at Calcutta; and Mr. Greer's gallant exploit was followed by a painful correspondence, in the course of which, however, Captain Chads most firmly and successfully supported the dignity of His Majesty's service.

On the 29th November, Captain Chads, in company with Lieutenant-Colonel John W. Mallet, of H. M. 89th regiment, visited the ancient capital of Pegu, which was found in melancholy ruins, reduced to a mere village, and deserted by all except a few old men and women. During this reconnoissance, which occupied four days, several large fire-rafts were destroyed by a division of light boats, under Lieutenant Kellett. On his return to Rangoon, Lieutenant-Colonel Mallet called the attention of Sir Archibald Campbell "*to the zeal and ability shewn by Captain Chads, in conducting*

the flotilla up the river, and the valuable service he at all times received from him."

During the whole of November, the troops at Rangoon enjoyed a state of comparative repose; and this interval, together with the gradual approach of a more healthy season, and improved supplies, contributed materially to diminish the number of sick, and to preserve the health of those who had hitherto escaped. The army was therefore gathering vigour, for the renewal of active operations. Nor were the Burmese idle. The successive capture of their strongest stockades, the defeat of their most celebrated chieftains, the capture of their maritime provinces, and the prolonged occupation of Rangoon, had produced no pacific disposition on the part of the King of Ava; he, on the contrary, had turned his eyes to Maha Bandoola, a most distinguished warrior and statesman, who had previously been ordered to sack Calcutta, and lead the Governor-General in golden fetters to Umerapoora, at that time the capital of the empire. Maha Bandoola was recalled from Arracan to the Irrawaddy, with instructions to concentrate his veteran legions at Donoobew. No pains nor expence were spared to equip this favourite general for the field; and by the approach of the season for active operations, at least 50,000 men, well-armed, with a numerous artillery, and a body of Cassay horse, were ready to advance upon Rangoon.

On the 30th November, the enemy's war-boats, &c. were seen by the Teignmouth (then stationed at the advanced post above Kemmendine), coming down in great numbers, loaded with men. The same evening they came forward with fire-rafts, which induced Captain Goodridge (who had succeeded Captain Hardy in the command of that cruiser) to slip and go below the point, to avoid them. This unfortunately left the post exposed to a most furious attack both by land and water; but it was nobly defended by the garrison under Major Charles W. Yates, consisting of the 26th Madras native infantry and a mere handful of Europeans, supported on the river by a small naval force.

On the 1st December, at day-light, numerous and apparently formidable masses of the advancing enemy were discovered issuing from the jungle, and moving at some distance upon both flanks of the British army, for the purpose of surrounding it, which Sir Archibald Campbell allowed them to effect without interruption, leaving his own troops only the narrow channel of the Rangoon river unoccupied in the rear. Observing the right corps of Bandoola's force cross to the Dalla side, and one division occupy the almost inaccessible ground on the bank of the river, from which a distant fire was soon opened upon the shipping, Captain Ryves (his senior officer not having yet returned from Pegu,) immediately procured from the commander-in-chief a guard of 100 sepoys for the transports; then placed the Arachne in her usual situation, about one mile and a half in advance of the fleet, to enfilade the Madras lines, and ordered Captain Goodridge back to support the post at Kemmendine.

In the afternoon, a detachment under Major Sale, consisting of H. M. 13th regiment, and the 18th Madras native infantry, broke through the entrenchments which the enemy, with their usual dexterity, had already thrown up; and after killing a number of men, and destroying their works, returned loaded with military spoil. In the evening of the same day, two companies of the 38th, under Captain Hugh Piper, drove back a considerable force, which was approaching inconveniently near to the N. E. angle of the Shwe-da-gon pagoda; and, on the following morning, a party was dislodged from a commanding situation in front of the north gate of that stately edifice, by Captain Christopher Wilson, with two companies of the 38th, and a detachment of native infantry. During the night of the 1st December, the Teignmouth was again driven from her station by fire-rafts, and the post at Kemmendine thereby subjected to furious and incessant attacks. In his account of the operations of December 1st, Major Snodgrass at length acknowledges the value of naval co-operation, which his excellent commander-in-chief had long before fully discovered and appreciated. At page 99 of his narrative, the Major says, "the day had scarcely dawned

when hostilities commenced with a heavy fire of musketry and cannon at Kemmendine, the reduction of that place being a preliminary to any general attack upon our line. The firing continued long and animated; and from our commanding situation at the Great Pagoda, though nearly two miles distant from the scene of action, we could distinctly hear the yells and shouts of the infuriated assailants, occasionally returned by the hearty cheers of the British seamen, as they poured in their heavy broadsides upon the resolute and persevering masses. The thick forest which separated us from the river, prevented our seeing distinctly what was going forward; and when the firing ceased, we remained for a short time in some anxiety, though in little doubt as to the result of the long and spirited assault. At length, however, the thick canopy of smoke which lowered over the fierce and sanguinary conflict gradually dissolving, we had the pleasure of seeing the masts of our vessels lying at their old station off the fort—a convincing proof that all had ended well on our side." At page 104 *et seq.*, we find the following passages :—

"During the day, repeated attacks on Kemmendine had been made and repulsed; but it was not until darkness had set in, that the last desperate effort of the day was made, to gain possession of that post. Already the wearied soldiers had lain down to rest, when suddenly the heavens and the whole surrounding country became brilliantly illuminated by the flames of several tremendous fire-rafts, floating down the river towards Rangoon; and scarcely had the blaze appeared, when incessant rolls of musketry and peals of cannon were heard from Kemmendine. The enemy had launched their fire-rafts into the stream with the first of the ebb tide, in the hope of driving the vessels from their stations off the place; and they were followed up by war-boats ready to take advantage of the confusion which might ensue, should any of them be set on fire. The skill and intrepidity of British seamen, however, proved more than a match for the numbers and devices of the enemy: entering their boats, they grappled the flaming rafts, and conducted them past the shipping, or ran them ashore upon the bank. On the land side the enemy were equally unsuccessful, being again repulsed with heavy loss, in the most resolute attempt they had yet made to reach the interior of the fort.

"The fire-rafts were, upon examination, found to be ingeniously contrived, and formidably constructed, made wholly of bamboos firmly wrought together, between every two or three rows of which a line of earthen jars

of considerable size, filled with petroleum, or earth-oil and cotton, were secured; other inflammable ingredients were also distributed in different parts of the raft, and the almost unextinguishable fierceness of the flames proceeding from them can scarcely be imagined. Many of them were considerably upwards of a hundred feet in length, and were divided into many pieces attached to each other by means of long hinges, so arranged, that when they caught upon the cable or bow of any ship, the force of the current should carry the ends of the raft completely round her, and envelope her in flames from the deck to the main-top-mast head, with scarcely a possibility of extricating herself from the devouring element. With possession of Kemmendine, the enemy could have launched these rafts into the stream, from a point where they must have reached our shipping in the crowded harbour; but while we retained that post, they were obliged to despatch them from above it, and the setting of the current carried them, after passing the vessels at the station, upon a projecting point of land, where they almost invariably grounded; and this circumstance, no doubt, much increased Bandoola's anxiety to drive us from so important a position."

Things were in this state when Captain Chads returned from Pegu, at 8 A. M., on the 2nd December. He immediately sent the Arachne's pinnace up, under Lieutenant Kellett and Mr. Valentine Pickey, admiralty midshipman, to gain information and reconnoitre; and shortly after, three row-boats, under Mr. William Coyde, midshipman, with a party of seamen to fight their guns. This assistance was most timely, the garrison being pressed in every direction; from which critical situation, Lieutenant Kellett's highly judicious and determined gallant conduct immediately relieved them, by clearing both their flanks of the enemy, by showers of grape shot. This service performed by the pinnace, with a single carronade, in the face of hundreds of the enemy's boats, was the admiration of the whole garrison; and Major Yates expressed himself to Captain Chads in terms the most gratifying, "for the able assistance Lieutenant Kellett had afforded him."

The Teignmouth shortly afterwards resumed her station, and was constantly engaged with the enemy's war-boats, which had long guns in their bows, and annoyed her a great deal. In the afternoon, finding the Burmese were making every effort to gain possession of Kemmendine, and as that post was of the last importance, both in a military and naval

point of view, Captain Chads ordered the Sophie up for its support, with three more gun-boats, and those already there, under Lieutenant Kellett, to remain. Observing, also, that the enemy upon the Dalla side had begun to throw up works, he likewise directed the Satellite, in charge of Lieutenant Dobson, with a party of seamen from the Arachne, to the support of the Good Hope transport, and several small gun-vessels, already for some time stationed there.

Early on the 3rd December, the Sophie took her station off Kemmendine. The enemy again brought fire-rafts down, with their war-boats firing shot over them, to prevent the approach of the British. The Sophie cleared the rafts, but the Teignmouth was touched by them, and on fire for a short time, sustaining however no serious damage. "British seamanship," says Major Snodgrass, "finally triumphed over every device of the crafty and ingenious enemy." During this day the Burmese war-boatmen became extremely daring, finding their shot went farther than those of the British; upon which Captain Chads sent Captain Ryves two long 9-pounders, and enabled him to keep them farther off. Still, however, they continued to evince surprising boldness, and it was thought right to endeavour to give them a check. Accordingly, the latter officer placed the whole of his disposable force of Europeans, about 80 in number, (including Lieutenant Goldfinch, Messrs. Pickey, Coyde, Scott, and Murray, midshipmen; Lieutenant Curtis Clarke, of the Bombay marine; Mr. Lindquist, in charge of the row-boats; and Messrs. George Boscawen, midshipman in the Hon. Company's service,) under the orders of Lieutenant Kellett. This force was put into the Arachne's pinnace and eight other boats, and, as the moon went down on the morning of the 4th December, they shoved off, and pulling upon the contrary shore to the enemy, by day light came abreast of and boldly made a dash at them: the Burmese were completely taken by surprise, but did not run till the British were within pistol shot, when their confusion was great, and they fled with all haste, keeping up a smart fire. Lieutenant Kellett, in the pinnace,

came up with some of the rearmost, which were soon run ashore and deserted; and Lieutenant Goldfinch, passing him whilst taking possession, captured one bearing the flag of the Burman chief, her crew also flying into the jungle. The chase was continued three or four miles, when Lieutenant Kellett judged it prudent to secure his prizes, having an enemy of considerable force in his rear, up another branch of the river. The result of this gallant attack was the capture of seven war-boats, one of which was 96 feet long, 13 feet 6 inches in breadth, and 6 feet deep, pulling 76 oars, and, as did three of the others, mounting a long 9-pounder on the bow. "Lieutenant Kellett's conduct on this, and on former occasions, speaks for itself, and," says Captain Chads, "I trust will meet with its due reward. Lieutenant Goldfinch is a valuable officer, and merits every praise; Lieutenant Kellett reports the high gallantry of every individual under his command. On their return, they cut adrift and brought down a large floating stockade from Pagoda Point; and what adds to the value of this service is, that it was performed without the loss of a man." In Sir A. Campbell's report to the Supreme Government, of the operations of his army at this period, we find the following passages:

"During the 3d and 4th, the enemy carried on his labours with indefatigable industry, and but for the inimitable practice of our artillery, commanded by Captain Murray, in the absence, from indisposition, of Lieutenant-Colonel [Charles] Hopkinson, we must have been severely annoyed by the incessant fire from his trenches.

"The attacks upon Kemmendine continued with unabating violence; but the unyielding spirit of Major Yates and his steady troops, although exhausted with fatigue and want of rest, baffled every attempt on shore, while *Captain Ryves*, with H. M. sloop Sophie, the H. C. cruiser Teignmouth, and some flotilla and row-gun-boats, *nobly maintained the long established fame of the British navy, in defending the passage of the river against the most furious assaults of the enemy's war-boats, advancing under cover of the most tremendous fire rafts, which the unwearied exertions of British sailors could alone have conquered.*"

Sir Archibald next proceeds to acquaint the Governor-General in Council, that the "intrepid conduct of Lieu-

tenants Kellett and Goldfinch merits the highest praise;" and he then adds:

"The enemy having apparently completed his left wing, with its full complement of artillery and warlike stores, I determined to attack that part of his line early on the morning of the 5th. *I requested Captain Chads, the senior naval officer here, to move up to the Puzendown creek during the night, with the gun-flotilla, bomb-ketch, &c. and commence a cannonade on the enemy's rear at day-light. This service was most judiciously and successfully performed by that officer, who has never yet disappointed me in my most sanguine expectations.* The enemy was defeated and dispersed in every direction. The Cassay horse fled, mixed with the retreating infantry, and all their artillery, stores, and reserve depôts, which had cost them so much toil and labour to get up, with a great quantity of small arms, gilt chattahs, standards, and other trophies, fell into our hands. Never was victory more complete or more decided, and never was the triumph of discipline and valour, over the disjointed efforts of irregular courage and infinitely superior numbers, more conspicuous."

The naval force employed in the Puzendown creek was composed of the steam and mortar-vessels, a few of the gun-flotilla, and several transports' boats, with about 40 European soldiers to make an appearance. Mr. Archibald Reed, admiralty midshipman, was with Captain Chads, and "rendered him much service." In the mean time, the Satellite was very closely and warmly engaged, as she had also been during the nights of the 2d, 3rd, and 4th, with the enemy at Dalla, whose shot struck her in every direction, and greatly injured the rigging; but as Lieutenant Dobson had taken the precaution to stockade her all around with bamboo, she fortunately had not a man killed or wounded.

The Burmese left wing thus disposed of, Sir Archibald Campbell patiently waited its effect upon the right, posted in so thick a forest as to render any attack in that quarter in a great measure impracticable. On the same day, he wrote to Captain Chads in the following terms:—

"My dear Sir,—A thousand thanks for the essential diversion you made this morning to the left and rear of the enemy. Their defeat has been, indeed, most complete; the game is, I think, now up with them, and the further conquest of the country easy—thanks to all the good and fine fellows under our command by water and land."

On the 6th in the morning, finding the enemy still persisting in his attacks on Kemmendine, Captain Chads sent the mortar-vessel up there, which rendered the post very essential service, and relieved the garrison considerably. The war-boats still continued in sight in great numbers, but at a respectful distance.

On the same day, Sir Archibald Campbell had the pleasure of observing that Maha Bandoola had brought up the scattered remnant of his defeated left, to strengthen his right and centre, and continued day and night employed in carrying on his approaches in front of the Shwe-da-gon pagoda. This he was allowed to do with but little molestation, as it was rightly imagined that "he would take system for timidity." On the morning of the 7th, he had his whole force posted in the immediate front of the British army—his first line entrenched so close, that the men in their barracks could distinctly hear the bravadoes of the Burmese soldiers. Upwards of thirty fire-rafts and large boats, all lashed together, and reaching nearly across the river, were brought down against the shipping; but, although the Sophie was touched by one of them, they were productive of no mischief.

The time had now arrived to undeceive the enemy in their sanguine but ill-founded hopes. Sir Archibald Campbell made his arrangements, and at 11-30 A. M., every thing was in readiness to assault their trenches. A short but heavy cannonade ensued, and at noon the British columns moved forward to their respective points of attack. They were saluted, after a momentary pause, by a very spirited fire, in spite of which they advanced to the works, and quickly put their defenders to the route. The Burmese left many dead behind them, and their main force was completely dispersed. On receiving this information, Captain Chads sent every disposable man from the Arachne, under Mr. James B. Manley, acting master, with twenty sepoys, in the steam-vessel, up to Captain Ryves, to endeavour to intercept their boats and cut off their retreat; they had, however, already deserted the neighbourhood of Kemmendine.

"Thus," says Captain Chads in his official report, "has this formidable attack ended in the total discomfiture of the enemy; having called forth from the very small force I have the honor to command, in every instance, the greatest gallantry and uniform good conduct, *under the utmost exertions by day and night, the greatest part of them having been in the boats since the starting of the expedition for Pegu, on the 26th ultimo.*

"From Captain Ryves I have received all the aid and counsel that a good and valuable officer could afford; his determined perseverance in holding his ground, when the fire-rafts came down, merit the highest commendation; and from his ready and zealous co-operation with the post at Kemmendine, that place was greatly relieved in the arduous contest it was engaged in.

"Of Lieutenant Kellett I cannot speak in terms sufficiently strong to express my admiration of his uniform gallantry.

"Lieutenant Goldfinch's conduct has also been most conspicuous, together with that of all the midshipmen named in my reports, not one of whom but has shewn individual acts of great bravery.

"Also to Mr. Manley, the master, who has, from necessity, been frequently left in charge of the ship during my absence, I feel much indebted *."

In another despatch, addressed to Sir Archibald Campbell, the commander of the Arachne says:—

"It becomes a most pleasing duty to me to recommend to your favorable notice, officers in the Honorable Company's service, whose good conduct has been conspicuous in the recent attack of the enemy. The first I ought to name is Mr. W. Binny, agent for transports of the Bengal division, in charge of the Good Hope transport—that ship, Sir, with the British crew of the Resource, who handsomely volunteered, did all the duties of a man-of-war, in silencing the enemy's guns as they mounted them at Dalla. Mr. Hornblow, agent for transports of the Madras division, in charge of the Moira, has also shewn very great zeal in forwarding all the late arduous services; and the British crew of his ship, in charge of the mortar-vessel, have continued their usual good conduct. In the attack on the enemy's war-boats, Lieutenant Kellett speaks in high terms of the gallantry of Lieutenant Clarke and Mr. Boscawen, of the H. C. cruiser Teignmouth, and Mr. Lindquist, in charge of the row-boats; this latter young officer I have also had much reason to be pleased with."

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* Lieutenant Keele was then at Martaban, where he remained in command of the naval detachment until all the European troops were ordered back to Rangoon, about the end of 1824.

The loss sustained by the Burmese, from the 1st to the 7th December, is supposed to have been at least 5000 men killed and wounded; but they suffered most in arms and ammunition, which they could not easily replace; 29 guns (of which eight were brass), 200 jingals, 900 muskets, 360 round shot, 2000 spears, and 5000 intrenching tools, fell into the hands of the conquerors; besides which, 10,000 pounds of gunpowder, many muskets, spears, swords, and other implements, of which no account appears to have been taken, were captured and destroyed. The British had not more than 26 killed and 252 wounded.

On the 8th December, Sir Archibald Campbell reported to the Governor-General in Council, that *his "obligations to Captains Chads and Ryves, and the officers and seamen of H. M. navy, were great and numerous. In Captain Chads himself,"* says the General, *"I have always found that ready alacrity to share our toils and dangers, that has ever characterized the profession he belongs to, and the most cordial zeal in assisting and co-operating with me on every occasion."*

On the evening of the same day, Sir Archibald Campbell found that the enemy's corps of observation on the Dalla side of the river had not been wholly withdrawn, probably from ignorance of what had taken place on the 7th, in front of the Shwe-da-gon pagoda; and as he was well aware they would not remain long after the news of Bandoola's defeat reached them, he at once determined to assault their works. Detachments from three regiments were immediately ordered under arms, and Captain Chads was requested to make a diversion up the creek upon the enemy's right flank. After dark, all the boats assembled alongside the Good Hope transport; and, just as the moon arose, they moved across the river; the troops, under Major Charles Ferrior, of the 43rd Madras native infantry, landed to the northward, whilst Captain Chads, accompanied by Lieutenant Kellett and Mr. Reed, proceeded up the creek, and opened his fire; the Satellite doing the same to distract the enemy: the troops then advanced, and jumped, without a moment's hesitation,

into the trenches; many Burmese were slain in the short conflict that ensued; they were driven, at the point of the bayonet, into the jungle in their rear; and several guns, with many small arms, taken. In this affair, the British had two killed, and several, including five of the naval detachment, wounded. Lieutenant Dobson having landed immediately after the troops, was one of the first to enter the enemy's works.

In a general order, issued at Rangoon, on the 12th December, Sir Archibald Campbell again "acknowledges his highest obligations to Captain Chads," and "requests that he will communicate to Captain Ryves, who so effectually supported the post of Kemmendine, his warmest thanks." The passage concludes thus: "*the conduct of both officers and men during the whole affair was characteristic of the British navy!* WHAT CAN BE SAID MORE TO THEIR HONOUR?"

On the evening of the 12th, a deserter from the enemy informed Sir Archibald Campbell, that Maha Bandoola had re-collected his beaten troops, and received considerable reinforcements on his retreat; which latter circumstance had induced the chiefs (to whom he had for the present resigned his command) to determine on one more great effort to retrieve their disgrace. For this purpose, it afterwards appeared, they succeeded in forming a force amounting to between twenty and twenty-five thousand men; with which they returned to Kokeen, distant four miles from the Shwe-da-gon pagoda, and immediately commenced intrenching and stockading with a judgment, in point of position, such as would do credit to the best instructed engineers of the most civilized and warlike nations. The deserter also declared it to be their intention to attack the British lines on the morning of the 14th (pronounced a fortunate day by their soothsayers), determined to sacrifice their lives at the dearest rate, as they had nothing else to expect than to do so ignominiously, by returning to the presence of their monarch, disgraced and defeated as they had been. This information was too circumstantially given to be disregarded, and Sir Archibald

Campbell prepared accordingly: the enemy's movements, next day, left little doubt on his mind of the truth of the deserter's information. Previously to this, the Sophie had been recalled from Kemmendine, and the Hon. Company's cruiser Prince of Wales, commanded by Lieutenant William S. Collinson, ordered to relieve her. On the 13th, the gallant defender of that post addressed two letters to Captain Chads, of which the following are copies :—

"My dear Sir,—Mr. Midshipman Lindquist acquaints me, that I am to be attacked this night. May I beg Kellett and his brig, and his boats, and the Powerful? Alas! the dear Sophie has forsaken me, and no *Prince* or Potentate can replace her in my confidence and affection. Prithee keep the Prince of Wales, and cheer my heart again with the presence of Sophie. Believe me ever your obliged and faithful,

(Signed) "C. W. YATES."

"My dear Sir,—My little band are at their post. The fires of the enemy are all around me. I hope you will excuse my having detained Mr. Lindquist, and his three boats, until I may hear from you. I have 200 natives short of the force I had the other day, and 27 Europeans. If the Prince of Wales comes I can expect no aid, as her commander is junior to the captain of the Teignmouth, which ship, having twice deserted me, I cannot look for aid from.

"Yours ever faithfully,

(Signed) "C. W. YATES."

In consequence of this pressing request, Captain Chads sent the Sophie back to her former station; and with her, the steam-vessel, the mortar-boat, the Prince of Wales, and a detachment of seamen under Lieutenant Kellett. The commander-in-chief also directed 100 sepoys to proceed thither with Captain Ryves.

In the night of Dec. 13th, the enemy recommenced offensive operations, particularly by annoying the vessels off Kemmendine with immense fire-rafts, one of which consisted of upwards of sixty canoes, besides bamboo rafts, all loaded with oil and combustibles. On the 14th, about 2-30 A. M., their emissaries succeeded in setting fire to Rangoon, in several places at once, by which one-fourth of the town, including the quarters of the Madras commissariat, was destroyed, notwithstanding the utmost efforts of the garrison,

the officers and men of the Arachne, and the well-disposed part of the inhabitants, to subdue the flames.

The 14th passed without any other attempts on the part of the enemy; during the day, however, he was seen above Kemmendine, transporting large bodies of troops from the Dalla to the Rangoon side of the river. For many urgent reasons, Sir Archibald Campbell determined to attack him on the following day, rather than wait his pleasure as to time and place of meeting.

Thinking it probable that the enemy's preparations for fire-rafts might be destroyed, and as he had before sent a force up the Panlang branch of the river, without finding any thing, Captain Chads now resolved to despatch one up the Lyne branch, under Lieutenant Kellett, consisting of the steam-vessel, with forty marines and soldiers for her defence; the Prince of Wales, towed by the Diana; and the pinnaces of the Arachne and Sophie. He thus describes the result of this expedition, in an official letter to Captain Coe, dated Dec. 16, 1824.

"Before day-light yesterday morning, they proceeded with the first of the flood, and at a short distance above Pagoda Point, saw large numbers of the enemy's war-boats, at least 200, who retired in good order as they advanced, keeping up a smart fire from their long guns, five boats having them mounted, and taking their distance that the carronades should not reach them; when about seven miles up, a raft was drawn right across the river, and set on fire by them, to prevent the advance of our vessels; but an opening was found, and Lieutenant Kellett, now seeing the river quite clear, with great judgment, decreasing the power of steam, deceived the enemy, and lulled them into security; when, putting on the whole force again, and casting off the Prince of Wales, he was immediately within grape and musketry distance; the enemy, finding themselves in this situation, drew up in a regular line to receive him: this little band was not, however, to be daunted by their show of resistance, but nobly dashed on, although the Prince of Wales was out of sight; the heavy fire from the boats' carronades, and musketry, threw the enemy into confusion and panic, and they flew in all directions, leaving us in possession of three of their large war-boats; one belonging to the chief, mounting three guns, and pulling 60 oars; the other two, one in their bow, 9 and 6-pounders; with about forty other boats of all descriptions, many of them loaded with ammunition and provisions for their army before Rangoon.

"The securing of thirty of these boats, and destroying the others, took

up the whole of the flood; when Lieutenant Kellett, having most fully accomplished my instructions and wishes, returned, destroying, on his way down, quantities of materials for fire-rafts, and a great many canoes laden with earth-oil. The enemy's loss in killed and wounded must have been very great; we, I rejoice to say, had not a man hurt, the steam-vessel having been stockaded to secure the people.

"I cannot find words sufficiently strong, in which to recommend Lieutenant Kellett's uniform gallantry to you; his conduct on this, as well as former occasions, proves him a most valuable officer. Lieutenant Goldfinch, of the Sophie, I have also frequently had occasion to name to you, and, with pleasure, I repeat my former recommendations; he was in the Sophie's pinnace, with Mr. Murray, midshipman. Mr. Tomlinson, admiralty midshipman, commanded the Arachne's pinnace; and Mr. Winsor, admiralty midshipman, was in charge of the steam-vessel, and shewed his usual judgment and good conduct.

"Lieutenant Kellett speaks in the highest terms of the determined steady conduct of every man under him, soldiers, sailors, and marines; and feels much indebted to Lieutenant Collinson, commanding the Prince of Wales, for the able assistance that vessel rendered him."

During these operations, of which Major Snodgrass takes no notice, Sir Archibald Campbell attacked the enemy in the same direction, and gained a most brilliant victory. With only 1300 infantry, he stormed, and carried by assault, the most formidable intrenched and stockaded works which he had ever seen, defended by upwards of 20,000 men, under the command of the Maha Silwah, an officer of high rank and celebrity, late Governor-General of Assam. In the despatch announcing this great achievement, Sir Archibald says, "*our gallant friends afloat were determined not to let the auspicious day pass without their share of its operations. Every day's experience of the zeal and cordiality with which Captain Chads, and every individual composing the naval part of the expedition, co-operates with me in carrying on the combined service, increases my sincere obligations, and merits my warmest thanks.*" The loss sustained by the British army, on the 15th December, amounted to 18 killed and 118 wounded.

Previous to the intelligence of Sir Archibald Campbell's last victory reaching Calcutta, the Supreme Government had issued a general order, of which we shall here give two extracts:—

"The official despatches already published in an Extraordinary Gazette having announced the late brilliant achievements of the British arms at Rangoon, the Right Honorable the Governor-General in Council now proceeds to the discharge of a most gratifying duty, in signifying, in the most public and formal manner, his high admiration of the judgment, skill, and energy, manifested by Brigadier-General Sir Archibald Campbell, in directing the operations of the troops under his command, on that important and arduous occasion. * * * * *

"*The Governor-General in Council seizes this opportunity of expressing his warm acknowledgments to Captain Chads, of H. M. S. Arachne, the senior naval officer at Rangoon, and to Captain Ryves, of H.M.S. Sophie, for their distinguished personal exertions, and requests the former to convey to the officers and crews of H. M. ships, of the H. C. cruisers, as well as the officers and men of the transports who volunteered their services, the sense which Government entertains of their gallant conduct in the several actions with the enemy's war-boats, when they so conspicuously displayed the irresistible and characteristic valor of British seamen.*"

On the 17th December, the following correspondence took place between Captain Chads and the commandant of Kemmendine :—

"My dear Sir,—Considering your post now secure, and the war, *as a war against fire*, I have deemed it right to recall the Sophie and mortar-boat, as the more vessels the greater risk, and the responsibility is very great and heavy on the shoulders of so junior an officer as myself. Whilst danger threatened you, I was willing to incur all risk, and make any sacrifice, feeling the very welfare of the whole expedition hung on the result of your gallant exertions. The two cruisers remain, and they have my directions *now* not to be too tenacious in holding on against fire-rafts. Believe me, my dear Sir, yours very faithfully,

(Signed) "H. D. CHADS."

"*To Major Yates, &c. &c.*"

"My dear Sir,—Believe me, I feel as I ought the depth of obligation I owe to you; and that, while grateful for the aid you have afforded me, I was fully sensible of the extent of responsibility to which your ardour in the cause had induced you to expose yourself. I feel with you the necessity of your present arrangements, and am confident that your own personal exertions, in the active employ of your boats, will impart to those arrangements stability which will secure your ultimate object. I cannot tell you how proud I feel of your approval. Believe me it is infinitely more valued than that received from any other source, by yours, my dear Sir, ever faithfully,

(Signed) "C. W. YATES."

"*To Captain Chads, R. N.*"

In the latter part of Dec. 1824, Captain Chads sent several reconnoitring parties up both branches of the river above Pagoda Point, as far as Thesit on the one, and Than-ta-bain on the other. On the 22d of this month, Lieutenant Kellett destroyed three fire-rafts, each at least 100 feet square, composed of dried wood, piled up with oil, gunpowder, &c. On the 24th, the Larne returned from Calcutta; and soon afterwards, the army received large reinforcements from Bengal, Madras, and Ceylon: the naval force also was encreased by the arrival of about twenty additional gun-boats from Chittagong.

The character of the war was now completely changed. The enemy no longer dared attempt offensive operations, but restricted themselves to the defence of their positions along the Lyne and Panlang rivers, to harass and detain the British force, which, agreeable to the policy that had been enjoined by the events of the war, prepared to dictate the terms of peace, if necessary, within the walls of the Burmese capital. The retreat of Maha Bandoola, to Donoobew, left the field completely open in front of the invaders' lines. Not a single armed man remained in their neighbourhood; and "numbers of the people, at length released from military restraint, and convinced of the superiority of the British troops over their countrymen, and of their clemency and kindness to the vanquished, poured daily into Rangoon: the most important result attending the return of the inhabitants to their houses, was the means which they afforded of equipping canoes for the transport of provisions, and of obtaining servants and drivers for the commissariat, with which the force was before very scantily provided, owing to the impossibility of inducing that class of people in Bengal to volunteer their services in Ava*."

In the beginning of 1825, Sir Archibald Campbell and Captain Chads prepared to advance upon Ava, to which city the Burmese Court was then about to remove from Umera-

* Snodgrass, 128—130

poora. The joint crews of the Arachne, Larne, and Sophie, including supernumeraries and the officers and men employed in the flotilla, at this time amounted to no more than 237 persons.

In order to leave no obstruction in his rear, Sir Archibald Campbell, on the 11th January, directed a detachment of 200 troops, under Lieutenant-Colonel R. G. Elrington, of H. M. 47th regiment, to be embarked on board two divisions of gun-boats, commanded by Captain G. T. Finnucane, of H. M. 14th regiment, and Lieutenant Joseph H. Rouband, of the Bombay marine, for the purpose of driving the enemy from the old Portuguese fort and the pagoda of Syriam (the latter doubly stockaded), both which posts they had re-occupied since their last defeat. The naval part of this expedition "*was most nobly conducted*" by Lieutenant Keele, then just returned from Martaban, who took with him 48 officers and men belonging to H. M. sloops of war.

The detachment landed under the fort, and found the bridge across the nullah removed: to make another, with planks sent for the occasion, gave the navy an opportunity of displaying their usual activity, skill, and steady courage. On this point the enemy kept up a heavy and well-directed fire, by which nearly 30 men were killed and wounded, including among the latter Mr. Atherton, acting purser of the Larne, and five sailors. In a few minutes, however, the bridge was laid, by the blue jackets swimming across with the planks; two of the gun-boats were also brought up the creek. On the soldiers gaining the opposite bank, and rushing upon the works, the enemy instantly fled, although the place was as strong as considerable art and indefatigable labour could render it, and was capable of making a most formidable resistance. Four guns were found in the fort, and upwards of twenty swivels.

At the attack of the Syriam pagoda, next morning, "the sailors assisted in manning the scaling ladders, and *Lieutenant Keele was the first person over*" the stockade at the foot of the edifice: here ended the military operations, for

the enemy made no further resistance, and parties were immediately formed to burn and destroy the works*.

Lieutenant Keele reported in the highest terms the steady bravery and good conduct of Lieutenants Fraser and Bazely; Messrs. Lett, Coyde, Michell, Cranley, and Scott, midshipmen; Mr. Atherton, and of every man attached to the flotilla. One occurrence we feel it but justice to name, as shewing a truly British spirit. A soldier, in crossing the bridge, fell overboard and would have been drowned, but for the gallantry and humanity of Mr. Scott, who instantly jumped after him, under the enemy's heavy fire, and was himself exhausted when brought on shore.

On the 15th of January, a letter arrived from Maha Bandoola, addressed to the European merchants who were residing at Rangoon previous to the invasion of Ava. Although of a vague and indefinite character, it evinced a material alteration in the temper of that chieftain, and a disposition, if not to treat for peace, at least to respect his antagonists. The tenor of this letter (which was the first that had ever been received from him), and its being addressed to non-official persons, precluded its being made the basis of a negociation; but an answer was written by Sir Archibald Campbell, pointing out to Bandoola the propriety of addressing the British General direct, if he had any communication to make, to which he was desirous the latter should pay regard, and assuring him that Sir Archibald would ever be accessible to any correspondence of an amicable purport. No notice of this was taken by the Burmese commander, and even if sincere in his first advance, the re-assembling of his forces at Donoobew probably encouraged him to make another appeal to the chance of war.

On the 22nd January, H. M. ship Alligator arrived at Rangoon, and Captain Chads was succeeded in his extremely arduous command, by Captain Alexander. Up to this period he had been acting solely on his own responsibility, not having

* Lieutenant-Colonel Elrington's official letter. Major Snodgrass, however, does not make any mention of this expedition.

met with a senior officer since the Arachne's arrival in India. On the 24th of the same month, Captain Coe, then at Trincomalee, acknowledged the receipt of his various despatches, and thanked him for his "zeal, activity, and officer-like conduct, evinced in the various successful attacks on the enemy, by the combined naval and military force employed in the river Rangoon." Captain Coe also requested him to convey to Captain Ryves, the officers, &c. &c. &c. of the Arachne and Sophie, the high opinion he entertained of the bravery and coolness displayed by them, in the many opportunities they had had of distinguishing themselves in action with the enemy. "My warmest acknowledgments," said he, "are due to Captain Ryves, acting Lieutenant Goldfinch, and Mr. Winsor, with Lieutenant Kellett of the sloop you command, whose name ranks foremost amongst those who have distinguished themselves; and I beg to add, that the services of those officers, as well as all employed, shall be laid before the Lords Commissioners of the Admiralty." In another letter, dated March 29th, Captain Coe says, "I have to acknowledge the receipt of your communications of the 14th and 17th January last, and feel much gratified by the continued and successful exertions of the officers, seamen, and marines under your command, to whom I am again to request you will convey my warmest thanks, more particularly to Lieutenant Charles Keele, of the Arachne, and Mr. Scott, of the Sophie, whose gallant exertions in the cause of humanity, shall be represented to the Lords Commissioners of the Admiralty, to whose attention I have before had the honor of submitting various despatches relative to the gallantry of the squadron employed at Rangoon."

CHAPTER III.

"THE means of the British commander-in-chief, did not enable him to equip a large land column, nor under any circumstances would it probably have been practicable to attempt an exclusive land movement, upon a point at the distance of 600 miles from his depôts: an unlimited command of carriage could alone have enabled him to do so—in which case he might, probably, have advanced by the shortest and best road upon the capital, *viâ* Pegu and Tonghoo, turning all the enemy's positions on the Irrawaddy, and taking him unprepared on a new line of operations, with his troops posted at a distance. It was, however, obvious, that these advantages must be sacrificed to the one great and important point of securing the river communication, for the conveyance of supplies to the army in the field, and for which purpose a combined land and water movement was determined on—the land column advancing in a direction parallel to, and at no great distance from the river, with a view to mutual co-operation and support*."

In the beginning of Feb. 1825, the flotilla was employed in supporting a large body of Peguers, who, in consequence of a proclamation circulated by Sir Archibald Campbell, had left Panlang and retired into the Dalla district, where they maintained so good a front, that, although followed by a Burmese force, the latter dared not to attack them.

Previous to the advance upon Ava, it was necessary to open a passage up the Lyne river, for which purpose a force was detached under Lieutenant-Colonel Godwin and Captain Chads, who captured a large stockade at Than-ta-bain, with 36 guns mounted, and destroyed an immense number of fire-

* Snodgrass, 132, *et seq.*

rafts and canoes filled with combustibles, for the annoyance of the British shipping. "A detail of the operations of the column," says Sir Archibald Campbell, "affords me another opportunity of bringing to the notice of the Right Honorable the Governor-General in Council, the judgment and decision of Lieutenant-Colonel Godwin and Captain Chads; and bearing no less honorable testimony to the irresistible intrepidity so often displayed both by soldiers and sailors on this expedition."

The naval force employed consisted of the Satellite, Diana, Prince of Wales, fifteen row gun-boats, seven boats belonging to H. M. squadron, and several flats and canoes. The officers sent under Captain Chads were Lieutenants Dobson, Keele, Kellett, and Fraser; acting Lieutenants Goldfinch and William Hayhurst Hall; Mr. Lett, master's-mate; Messrs. Norvok, Winsor, Wyke, Biffin, Pickey, Reed, Coyde, Tomlinson, and Scott, midshipmen; and Mr. William Watt, surgeon of the Arachne, who had invariably volunteered, and been with Captain Chads on every previous service, and whose kind care of the sick and wounded was always unremitting.

On the 5th Feb., the troops selected for this service were embarked, and the expedition proceeded up the river. On the morning of the 6th, a flag of truce was sent forward with two Burmese prisoners, conveying a proclamation issued by Sir A. Campbell, which was received by the enemy, and replied to most respectfully, explaining the inability of the chief to surrender, in a language of mildness rarely used by this vain and barbarous people.

At 5 P. M., the Satellite, towed by the Diana, advanced upon the enemy's position, which was a strong and imposing one, upon the point of a peninsula, forming a branch of the river going off at a right angle to Panlang, measuring three-quarters of a mile on its water front, built of teak-timber, very high, strongly stockaded, and abattised down to the water's edge, but entirely open in the rear. The boats, in three divisions, were led by Lieutenants Keele, Kellett, and Fraser.

The British vessels were allowed to approach within half a mile before the enemy opened their fire, which proved extremely heavy, and raked the Satellite until she brought up by the stern with a bower anchor, the Diana hanging by her, at about forty yards distant from the enemy's works, enfilading the whole of their right, and commanding their left abreast of her; in performing which Lieutenant Dobson and Mr. Winsor rendered Captain Chads much assistance. The Satellite's broadside was then opened with great effect, and on board the Diana a detachment of the Bengal rocket-corps, under Captain Charles Graham, showed admirable practice; in a quarter of an hour the enemy were seen in great confusion, and orders given to storm, which was done in gallant style. *Lieutenant Keele and acting Lieutenant Hall, with their boats' crews, "were the first to enter the enemy's position, and,"* adds Lieutenant-Colonel Godwin, *"their conduct was most conspicuous. These were followed by Captain O'Reilly, with the grenadiers of H. M. 41st regiment."* The resistance within was trifling, although the place was garrisoned by two thousand fighting men. The enemy suffered severely, and were followed for a mile and a half; a few prisoners were taken, and many deserters came in the following day. The loss on the part of the assailants amounted to no more than one seaman drowned, and three soldiers, four British sailors, and two Lascars wounded*.

* Upon approaching the stockade, Mr. George Wyke, midshipman of the Alligator, jumped overboard from that ship's launch, holding his sword, by the becket, in his mouth, with a hope of getting on shore before any of his companions. The strong tide and great depth of water rendered his situation extremely dangerous; but fortunately he got hold of an oar, thrown to him by Mr. Valentine Pickey, and was rescued in time to enable him to enter the stockade amongst the foremost of the assailants. While Mr. Wyke was resting on the oar, the loom of it was carried away by one of the enemy's shot.

On the 18th Dec. 1827, this young officer, then serving under Sir Thomas Staines, in the Isis 50, jumped from the taffrail of that ship, and saved the life of a valuable seaman, who had fallen overboard in the Mediterranean; the wind then blowing strong, the ship in stays, and the weather very cold. Mr. Wyke has since passed his examination.

Immediately after the capture of the above stockade, Captain Chads sent a division of boats up both branches of the river, under Lieutenants Keele and Kellett, who took and destroyed many of the enemy's war-boats.

On the morning of the 7th, Lieutenant Keele was again sent with some gun-boats and troops up the Panlang branch, to explore; and Captain Chads, with Lieutenant-Colonel Godwin and the remaining gun-boats, went up the main branch for the same purpose. The former officer proceeded about twenty-two miles with abundance of water, and the river never less than thirty-five yards wide; his commander ascertained that there were no local obstacles to the progress of gun-vessels carrying provisions for the army to Meondaga, formerly an extensive village, on the banks of a rivulet falling into the Lyne river, and about fifty miles distant from Rangoon; but positive directions for the return of the troops by a fixed period prevented him proceeding to the commencement of this branch from the great river, which he had reason to believe he could have accomplished in another tide. Both divisions met with and destroyed hundreds of fire-rafts and canoes similarly prepared, lying on the bank of the river for upwards of fifteen miles, some of which the enemy lighted and launched as the boats approached. This service was effectually performed by acting Lieutenants Goldfinch and Hall.

Never were there a better spirit and mutual good will shewn between the two services than on this occasion; every individual, military and naval, did his duty with the greatest cheerfulness and gallantry. Some of the troops were left to occupy the captured stockade as a military post, and the Prince of Wales was ordered by Captain Chads to remain there, with four gun-boats, for its support. On the 10th Feb. he received a letter from Captain Alexander, of which the following is a copy:—

"With the greatest pleasure I acknowledge the receipt of your letter of yesterday's date, detailing your proceedings in the attack of the formidable stockade of Quangalee *, and congratulate you most heartily on

* Than-ta-bain.

having carried it with such a small loss; which can only be attributed to the handsome manner you brought the Satellite up.

"By the first opportunity I shall forward your letter to Commodore Coe, and shall not fail to state the many obligations I am under to you, for the judicious arrangements in planning the attack, and for the Panlang and Lain branches of the expedition getting ready."

On the same day, Captain Alexander wrote to the acting Commodore as follows:—

"The judicious manner of anchoring the Satellite by the stern on the flood tide, with the steam-boat ahead of her, does Captain Chads the greatest credit. His arrangements and assistance since my arrival call forth my warmest thanks; a better or more indefatigable officer is not in the service, and I trust you will bring him, with the other officers, seamen, and marines employed on this service, to the favorable notice of my Lords Commissioners of the Admiralty: I hope you will excuse my noticing an individual, where all did their duty so gallantly; but in justice to acting Lieutenant Hall, I beg to call your attention to the handsome mention made of him by Captain Chads; he is in every respect a good officer, and has passed for a lieutenant near five years."

Extract of a letter from George Swinton, Esq. to Sir A. Campbell, dated "Fort William, 18th March, 1825."

"I am directed to acknowledge the receipt of your despatch relative to the capture of the strong post of Than-ta-bain, or Quangalee, by a detachment of troops under the command of Lieutenant-Colonel Godwin, aided by a party of seamen under Captain Chads and Lieutenants Keele and Hall. The Governor-General in Council is happy to observe, in the signal and complete success which attended the operations against Than-ta-bain, the same judgment, energy, and skill, on the part of Lieutenant-Colonel Godwin, which distinguished his conduct on the occasion of his being detached against Martaban, and which again demand the unqualified approbation and applause of his Lordship in Council.

"To Captain Chads the Governor-General in Council desires to express his constant acknowledgments for the distinguished share he bore in the action. *His Lordship in Council has also noticed, with particular satisfaction, the characteristic gallantry displayed by Lieutenants Keele and Hall, who, with their boats' crews, were the first to enter the enemy's fort,* followed by Captain O'Reilly, of the grenadiers of H. M. 41st regiment. His Lordship in Council requests that these sentiments of the Supreme Government may be conveyed to Captain Chads and Lieutenants Keele and Hall, through the senior officer of his Majesty's ships. *"

* Major Snodgrass says not a word respecting the expedition against Than-ta-bain.

Every thing being now ready for the advance upon Ava, Sir Archibald Campbell formed such force as he possessed the means of moving, into two columns; one to proceed by land, and the other by water. With the former, 2468 strong, he purposed moving in a direction parallel to the Lyne river, driving the enemy from all his posts upon that branch; and to join the Irrawaddy at the nearest accessible point, for the purpose of co-operating with the marine column in driving the Bandoola from Donoobew, should its aid for that purpose be required. The point upon which the land column would join the Irrawaddy, in a country so little known, could not be fixed. The island formed by the Lyne and Panlang rivers, was represented as a wilderness of impassable jungle, but across which, it was said, the Carians, by Bandoola's order, had cut a path for the sake of communication from Meondaga to the Irrawaddy, opposite to Donoobew, by which, should it prove correct, it was intended the column should advance; but by much the most certain route, and in many respects the most eligible, led to Sarrawah, on the great river, about sixty miles from Donoobew.* The marine column, which was placed under the orders of Brigadier-General (now Sir Willoughby) Cotton, consisted of 799 European infantry, 250 sepoys, 108 foot-artillery, and twelve of the rocket corps: these were embarked in the flotilla, consisting of two mortar-boats, six gun-vessels, thirty armed row-boats, about sixty launches, flats, canoes, &c. and all the boats of the men-of-war remaining at Rangoon, containing every disposable officer and man of the Alligator, Arachne, and Sophie; the whole escorted by the Diana and Satellite, and under the immediate command of Captain Alexander. This force was directed to pass up the Panlang river to the Irrawaddy, and driving the enemy from his

* Snodgrass, 134, *et seq.* "The Carian tribes, who cultivate the lands, are exempt from military service, and may be considered as the slaves of the soil, living in wretched hamlets by themselves, heavily taxed, and oppressed by the Burmese authorities, who treat them as altogether an inferior race of beings." *Id.* 21.

stockades, to push on with all possible expedition to Donoobew*. A third division, 780 strong, under Major Sale, accompanied by the Larne and Mercury, was sent up the western branch of the great river, to attack Bassein; after reducing which, it was expected sufficient land-carriage might be obtained in the district, to enable it to push on to Donoobew, and form a junction with the water column, or to Henzedah, where a communication with the land division might be opened; and both places were believed to be within fifty miles of Bassein.† The rest of the force at Rangoon (3781 effective men, and 134 fit only for garrison duty) was left there under Brigadier M'Creagh, who was to form a reserve column as soon as means of transport could be collected, and to follow the advance of Sir Archibald Campbell. These arrangements completed, the commander-in-chief began his march on the 13th February; the water column moved on the 16th, and the expedition against Bassein sailed on the 17th of the same month. The charge of the shipping at Rangoon was entrusted to Captain Ryves.

On the latter day, three newly built, but unoccupied stockades, were destroyed at Thesit, by the combined force under Brigadier-General Cotton and Captain Alexander. From thence to Panlang were numerous strong breast-works, and both banks of the river covered with fire-rafts. A few miles above Thesit, the light division of boats, under Lieutenant William Smith, of the Alligator, had two men mortally wounded by musketry from a stockade, which our sailors soon burnt to the ground, the enemy flying as they advanced to storm it. All the other works were found deserted. During the night of the 18th, some formidable fire-rafts were launched by the Burmese; but owing to the activity of Lieutenant Smith, their effect was totally lost. On the 19th, the extensive stockade of Panlang and its outworks were taken, after a feeble resistance, although the enemy's force was estimated at between 4000 and 5000 men, supported by a number of

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* Snodgrass, 136. † *Id. ib.*

war-boats, and commanded by the Kee Wongee *. The following are extracts of Brigadier-General Cotton's official report to Sir A. Campbell:—

"I trust I may be allowed to express, in the warmest way, the obligations I am under to Captain Alexander and Captain Chads, of the Royal Navy, for the invaluable assistance I derived from the known experience and judgment of those gallant officers. * * * * * * I have requested permission of Captain Alexander to express my obligations to Lieutenant Smith, of H. M. S. Alligator, for the gallantry and judgment with which he has always conducted the light division of boats; and I beg leave to bring him to your particular notice. He has mentioned to me, that he has derived great assistance from Lieutenants Keele and Kellett, of the royal navy."

On the same day that the Panlang stockade and its outworks were taken, Sir Archibald Campbell arrived at Meondaga, where "accounts now poured in from all quarters of the Bandoola having retreated from Donoobew. No certain information could be obtained of any road across the Lain island; on the contrary, the Carians distinctly stated that none existed. To Sarrawah, the road was known and certain, with the additional advantage of being able to take on the provision-boats many miles further. The latter route was accordingly fixed on, not only as the best in every point of view, but as the speediest way of reaching Donoobew, should the report of its evacuation prove incorrect, and the assistance of the column be required there†."

The Satellite having grounded as she was coming up from Thesit, did not assist at the capture of the above works; and the exertions required to get her afloat caused some delay to the progress of the water column. On the evening of the 24th, however, the light and advance divisions took up a position in the Irrawaddy, commanding the entrance of the branch leading to Panlang; on the 26th, the main body reached Talynda, distant about twenty-eight miles from the Panlang stockade, which had been converted into a depôt, garrisoned by a few native infantry, under Captain David Ross,

* The principal minister of the Lotoo, or Council of State.

† Snodgrass, 144.

and left guarded by the Satellite, with 25 European soldiers on board;—here commenced the shallows of the great river, and the heavier vessels grounded. On the 27th, it was found necessary to unload the Diana and the gun-vessels, the last of which did not get into the Irrawaddy before the 5th March, there being no more than five feet water on the bar at Yangain-chay-a. Previous thereto, the light division had put thirteen war-boats to flight, while a few soldiers of the 89th regiment were landed, who drove the enemy from an outpost on the left bank of the river, killed several men, and brought off one prisoner. In the mean time, the land column had forded the Lyne river, at Theeboon, (about 58 miles from Meondaga), and marched on to Sarrawah, the head-quarters of the Burmese war-boats in Pegu. At Theeboon, Sir Archibald Campbell received a note from Brigadier-General Cotton, announcing the capture of Panlang, and the immediate advance of the marine column into the Irrawaddy. "To this point," says Major Snodgrass, "the indefatigable perseverance of the naval officer in charge had brought our provision-boats; and here all our commissariat-carts, and means of transport, were, for the last time, fully replenished. Lieutenant Dobson, of the Larne, but who continued to command the Satellite until the middle of April, 1825, was charged with the important duty of defending the transports, &c. at Panlang, and displayed "great zeal and alacrity in forwarding the supplies from thence."

On the morning of the 6th, the flotilla took up a position about two miles below the white pagoda of Donoobew, while Brigadier-General Cotton and Captain Alexander proceeded to reconnoitre a succession of formidable stockades, commencing at the pagoda, and increasing in strength until completed by the main work, which was lofty, and situated upon a very commanding site, surrounded by a strong abbatis, with deep ditches and all the customary defences: the guns appeared to be numerous, and the garrison were seen in crowds upon all the works.

At 1-30 P. M., Brigadier-General Cotton sent a flag of

truce, with a summons to Bandoola to surrender the place, giving one hour for a reply, which arrived at half-past three. It contained a civil but decided refusal to accede to the proposed terms.

A detachment of 160 men, covered by the light division and some row-boats, had been prepared to land on the left bank of the river, to reconnoitre a point opposite the main stockade, which was in possession of some men belonging to war-boats, that were lying under cover of the bank. This party was immediately advanced; some of the war-boats retired under the guns on the opposite side, where they were unassailable, and the object of the reconnoissance was completely gained. During the time that the British boats were in progress, and while lying at the point, the enemy kept up an incessant fire from about thirty pieces of cannon, many of heavy calibre. The precision with which they were directed, gave a colouring of truth to the report, that the Burmese generalissimo had been for some time practising his artillery. The range had been well ascertained, and the river was commanded all across.

Not having a sufficient force to attack the main work, and at the same time maintain a free communication between his column and the depôt at Panlang, upon which the success of the campaign entirely depended, Brigadier-General Cotton found he had no option but that of landing below the whole of the stockades, and attacking them in succession, while the flotilla defended the river.

Preparations were accordingly made to commence with the pagoda stockade; and at sun-rise, on the 7th, five hundred soldiers were disembarked one mile below it: the men were formed into two columns of equal strength, under the command of Lieutenant-Colonel John William O'Donoghue and Major James L. Basden, of the 47th and 89th regiments; two 6-pounders were landed under Captain Kennan, of the Madras artillery; and Lieutenant James Paton, of the Bengal establishment, had charge of a small rocket battery. Both columns were led with the utmost

steadiness; as they advanced, the armed boats pulled in and cannonaded; while, at proper range, a steady fire was opened from the field-pieces and rocket-battery. This the enemy returned with a perseverance and spirit that had seldom been evinced by them; the gorges of the work attacked were narrow, and completely occupied by the gallant troops who were forcing an entrance, which, when made good, left the Burmese, who are reported to have been 3000 strong, no alternative but a passage over their own formidable defences. They were overtaken in the last abbatis, where they stood to fire, until closed upon by the troops inside, and checked by others who had run round outside in search of an entrance to the body of the work. The dead, the wounded, and the panic-struck, fell in one common heap, in and close upon the abbatis; of the two latter, 280 were brought in prisoners; and the total loss of the enemy, in this affair, cannot be estimated at less than 450 men. The assailants had about 20 killed and wounded.

The second defence was about 500 yards from the pagoda stockade; and for the immediate reduction of it, two more 6-pounders, four 5½-inch howitzers, and a fresh supply of rockets, were brought up, and placed in position. The gun-boats again began to cannonade;—the enemy kept close, inducing the supposition that he intended to reserve his strength for the main stockade. When it was presumed that a sufficient impression had been made, 200 men, under the command of Captain R. C. Rose, of the 89th regiment, advanced in two parties to the assault; a destructive fire was immediately commenced from all parts of the face of the work, which caused the columns to diverge to the right of the point of attack, and get into a ditch, described to be filled with spikes, and scarped, so as to expose it to the fire of the work. All who presented themselves were knocked down; and here Captain Rose, who had already received one wound, fell by a second shot, while persevering in the attack, and shewing a gallant example to his troops. Captain Charles Cannon, also of the 89th, a brave and deserving officer, was killed; three other officers of the same regiment were

wounded, and the loss, in men, was extremely heavy*. The party was at length directed to retire. The two mortars and four 12-pounder brass guns, were landed from the flotilla to increase the field battery. The enemy likewise strengthened his work, and towards evening brought more heavy guns into play. "It now became necessary to consider what would be the ultimate result of the operations; and," says Brigadier-General Cotton, "although I feel confident that I could have carried the second work, it would have been with a further loss, which would prevent an attempt upon the main stockade, and I should have been either left in a position exposed to one of superior strength, or have to relinquish the post after carrying it at a great sacrifice. There was another alternative, and, with much regret, the conviction that I should thus best forward the service, induced me to adopt the measure of re-embarking and occupying a position until I could receive a reinforcement. The guns and stores of every description were re-shipped, and after spiking the enemy's cannon, and destroying the numerous jingals and other arms which had been taken, the troops marched out steady, at 2 A. M. on the 8th, and embarked with perfect regularity, without any description of loss." The flotilla then dropped down to Youngyoun, ten miles below Donoobew, and re-occupied a strong position, from which it had moved early on the morning of the 6th.

The heavy and long continued cannonade at Donoobew was distinctly heard by the troops at Sarrawah, and left a strong conviction on their minds that the place had fallen. "Numerous natives, in the course of that day and the following night, confirmed the belief, by unqualified accounts of Bandoola's total rout. "Many urgent reasons," says Major Snodgrass, "called for our immediate advance, as well to prevent the enemy from reaching, and perhaps occupying Prome with his defeated army, as to deprive the people in our front of sufficient time for burning and laying waste the

* About 94 killed, wounded, and missing; in addition to which, the flotilla had two men slain and thirteen wounded.

country, which they would no doubt immediately commence, when the fall of Donoobew was known. The following day was, however, given to the chance of hearing from Brigadier-General Cotton, and accounts still poured in of the Bandoola's hasty retreat."

Early in the morning of the 11th March, Sir Archibald Campbell, then at U-au-deet, a town of considerable extent, upon the banks of the great river, about 26 miles above Sarrawah, received official intelligence, that the water column had failed in the attack upon the outworks of Donoobew, and that, without a large reinforcement, the place could not be carried, being both strong and well defended by a numerous garrison. "On receiving this unpleasant and unexpected news," says the Major, "two questions naturally arose,—whether to push on to Prome with the land column, and reinforce Brigadier-General Cotton from the rear, by a strong detachment which was about to move forward from Rangoon, or at once to retrograde, and finish the business at Donoobew. The latter measure was decided on—the flotilla, upon which the land column depended for supplies, being stopped, and the navigation of the Irrawaddy so completely commanded, that not a canoe could pass the enemy's position. Our commissariat too, at the time, had not ten day's rations left: no reliance could be placed upon the country for furnishing even one day's consumption. The people every where fled before us, and even when chance threw an individual in our way, he only answered all our questions and requests, by pointing towards Donoobew, and exclaiming 'Bandoola! Bandoola!' In a word, starvation stared us in the face at every step, had we proceeded; and the occupation of Prome, however desirable, was not to be attempted under circumstances so imminently hazardous."

On the 13th, the land column again reached Sarrawah; "and here an obstacle of a most serious nature presented itself. To reach Donoobew, the Irrawaddy, one of the widest and most rapid rivers of the East, must be crossed by an army, with cavalry, artillery, and commissariat equipment, and unprovided with any means for such an under-

taking, beyond a few small canoes, which had been with difficulty procured. Energy and perseverance, however, aided by the cheerful and hearty exertions of the soldiers, finally triumphed over every obstacle. Rafts were constructed to cross the artillery, stores, &c.; and by continued labour, day and night, on the 18th, every man had reached in safety the right bank of the Irrawaddy *." On the 24th, Sir Archibald halted at a village, from which he had a tolerable view of the enemy's works, distant only four miles. A fleet of war-boats lay above them, at a little island; and on the approach of a reconnoitring party from the British camp, "they came out in very pretty style, and commenced a cannonade. The flotilla was also seen lying at anchor some distance below, and every thing seemed to promise a speedy trial of strength with the now confident and emboldened garrison †." On the 25th, the army moved upon Donoobew, and endeavoured to invest the main stockade at long gun-shot distance: it was, however, found much too extensive to admit of its being surrounded even by a chain of posts, by so small a force; and a position was consequently taken up. While this was going forward, the enemy manned his works, and fired upon the British troops; "his cavalry hovered on their flanks, while they continued in motion; and every thing about the stockade bespoke system and judgment in the chief, with order, confidence, and regularity in the garrison ‡." Captain Alexander, not yet aware of the near approach of Sir Archibald Campbell, had previously moved the armed flotilla up to an island about a mile below the white pagoda, where he waited, in most painful anxiety, the arrival of the land column; and was each night annoyed by the distant firing of the Burmese war-boats, and of guns brought down to the bank of the river, which sometimes did mischief, and was always extremely harassing. On the 26th, he was relieved from suspense by the sight of the Deputy-Quarter-Master-General, who had been sent with a small party to open a communication with Brigadier-General Cot-

* Snodgrass, 158 *et seq.* † *Id.* 163. ‡ *Id.* 164.

ton, and who informed him that the enemy had been repulsed, the preceding night, in an attack upon the British camp.

On the morning of the 27th, the Diana, with one mortar-boat, four gun-vessels, and a number of flats, &c. in tow, the latter carrying provisions and breaching guns recently arrived from Panlang, pushed past the enemy's works, and formed a junction with the land column, then vigorously employed in digging trenches, and throwing up batteries for guns and mortars. The flotilla was no sooner observed in motion than the garrison of Donoobew sortied in considerable force, infantry and cavalry, with seventeen war-elephants, fully caparisoned, and carrying a proportion of armed men. This attack was, as usual, directed upon the right of the line; and while the flotilla came up in full sail under all the fire of the enemy's works, "the British cavalry, covered by the horse-artillery, was ordered to charge the advancing monsters: the scene was novel and interesting; and although neither the elephants nor their riders can ever be very formidable in modern warfare, they stood the charge with a steadiness and courage these animals can be rarely brought to show. Their riders were mostly shot; and no sooner did the elephants feel themselves unrestrained, than they walked back to the fort with the greatest composure. During the heavy cannonade that took place between the flotilla and the stockade, Maha Bandoola, who was superintending the practice of his artillery, gave his garrison a specimen of the discipline he meant to enforce, in this last struggle to retrieve his lost character and reputation. A Burmese officer being killed while pointing a gun, by a shot from the flotilla, his comrades, instantly abandoning the dangerous post, could not be brought back to their duty by any remonstrances of their chief; when Bandoola, stepping down to the spot, instantly severed the heads of two of the delinquents from their bodies, and ordered them to be stuck up upon the spot, '*pour encourager les autres.**" In forcing the passage past Donoobew, the flotilla, although exposed to a very heavy fire

* Snodgrass, 171, *et seq.*

for an hour and a half, had only eight men wounded. One of the gun-vessels received a shot between wind and water, but fortunately reached the shore before she filled. On the 28th, "the working parties continued making approaches towards the place; and the steam-vessel and some light boats, pushing up the river after the enemy's war boats, succeeded in capturing nine of them: their crews, when likely to be run down by the steam-boat, jumping into the river, effected their escape." On the 29th, 30th, and 31st, the British "continued constructing batteries, and landing heavy ordnance; the enemy on their part remaining very quiet, and busily employed in strengthening their works *."

On the completion of the breaching batteries, one, mounting four brass 12-pounders, was manned by the royal navy, and placed under the command of Lieutenant Smith. On the morning of the 1st April, the mortars and rockets began the work of destruction; and continued firing, at intervals, during the day and succeeding night. On the 2nd, at daylight, the breaching batteries opened, and almost immediately afterwards, two Lascars, who had been taken prisoners, came running out, and informed the besiegers, that Maha Bandoola had been killed the day before by a rocket; and that no entreaty of the other chiefs could prevail upon the garrison to remain, the whole having fled or dispersed, during the preceding night. The British line was, in consequence, immediately under arms, and the place taken possession of: 28 pieces of brass ordnance, 110 iron guns, one carronade, and 269 jingals, were found mounted on the works; a considerable quantity of gunpowder, sulphur, saltpetre, shot, musket-balls, and pig-lead, and a depôt of grain sufficient for the consumption of the whole combined force for many months, likewise fell into the hands of th conquerors, whose total loss during the siege was 14 killed and missing, and 69 wounded. After detailing his operations against Donoobew, Sir Archibald Campbell says:

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* Snodgrass, 172.

"I now beg leave to acknowledge my obligations to Captain Alexander, C. B., senior naval officer, and commanding the flotilla, for his hearty and cordial co-operation on all occasions since we have served together, and for his very great exertions on the present occasion, in bringing up stores and provisions. Since we have been before Donoobew, eleven of the enemy's large class war-boats have been captured by our advanced boats, under his own immediate orders; making, with others, evacuated by their crews, thirty-eight first-rate war-boats now in our possession; and I have every reason to think that only five of the large squadron, the enemy had stationed at this place, have succeeded in escaping. A vast number of other boats, of an excellent description, have also fallen into our hands. *By Brigadier-General Cotton, and all the officers embarked, the zeal and incessant labour of His Majesty's navy are mentioned in terms of high admiration.*"

The following is an extract from Captain Alexander's official report to Captain Coe, dated April 2, 1825:

"In my former despatch, dated Feb. 24th, I gave you the names of all officers and young gentlemen commanding boats*, and I again request you will be pleased to recommend them to the favorable attention of my Lords Commissioners of the Admiralty, with the seamen and marines I have had the pleasure to command, their conduct having been such as to merit the highest encomiums—their privations, hardships, and fatigue, during upwards of six weeks, by day and night, in open boats, have been borne with cheerfulness, and every duty performed with alacrity.

"Of Captain Chads I can only say, he has fully supported his former character, and has my best thanks. I trust I may be allowed to name my first Lieutenant, Smith, an already distinguished officer. Mr. Watt, surgeon of the Arachne, a volunteer, has been of most essential service in attention to the sick and wounded."

After the fall of Donoobew, Captain Alexander was joined by Lieutenants James Wilkinson and the Hon. George John Cavendish, with the boats of the Liffey and Tees, which ships had recently arrived at Rangoon.

On the night of the 3d April, Sir Archibald Campbell recommenced his march towards Prome, one of the largest towns in the Burman empire, celebrated as the scene of many long sieges and bloody conflicts, and the occupation of which was the grand object of that year's campaign—"a

* Lieutenants Smith, Keele, Kellett, and Bazely; acting Lieutenant Hall; Mr. Reed, master's-mate; and Messrs. Duthy, Hand, Pickey, Lett, Coyde, and Murray, midshipmen.

point," says Major Snodgrass, "that the land column alone might have gained, perhaps, with trifling loss, had not its future subsistence been dependent on the flotilla, and the free and open navigation of the Irrawaddy." In the course of the 7th, "by the exertions of the boats of His Majesty's navy, under Lieutenant Smith, of the Alligator, sent on by Captain Alexander to superintend the passage of the river*," the advanced guard, consisting of two European regiments, was crossed over to Sarrawah; and by the 12th, the whole of the land column was again on the left bank of the Irrawaddy, where it was joined by the reserve corps, under Brigadier M'Creagh, who brought with him a supply of elephants and cattle, which proved a most timely aid to the commissariat department.

The passage by water from Donoobew to Prome was excessively tedious and fatiguing, owing to calms and the strength of the current; the flotilla, however, maintained a communication with Sir Archibald Campbell; and on the 19th Captain Alexander sent him an elderly man, the bearer of a pacific communication from the chiefs of the Burman army. "An answer was returned, expressive of the readiness of the Supreme Government to conclude a peace, and that upon the arrival of the combined force at Prome, every opportunity and facility in opening negociations would be afforded†."

On the 24th, Sir Archibald arrived with the head of his column in the neighbourhood of Shudaung-mew, formerly the frontier fortress of the kingdom of Pegu, and concerted measures with Captain Alexander for attacking Prome on the following day. The enemy, however, did not await his advance, but retired during the night, apparently in the greatest confusion. Next morning, the place was occupied without the necessity of firing a shot. It proved to be a position of great strength, from its natural defences of high hills, each crowned with a strong pagoda, and fortified to the

* Sir Archibald Campbell's official despatch of April 9, 1825.
† Snodgrass, 179.

very summit; there were 101 guns mounted in the different stockades, all of which were new, and must have cost the enemy immense labour in the construction. Extensive and well-filled granaries, a considerable quantity of ammunition, and many boats of different descriptions were found there. The command of the lower provinces, acquired by this capture, inspired the population of the surrounding country with confidence; chiefs of towns and villages sued for passes of protection; the inhabitants of Prome soon resumed their usual avocations; markets were formed along the river; and the resources of the country began to be fully available both for carriage and support.

After the occupation of Prome, Captain Chads was sent, with part of the flotilla, to Rangoon for supplies; and the light division, under Lieutenant Wilkinson, was despatched up the river, as far as Napadee, to reconnoitre. On the 1st May, the latter officer returned, having succeeded, after a long chase, in capturing eight war-boats, pulling from fifty to sixty oars each, and another, laden with guns, jingals, and spears. This service was performed without any loss, under a heavy fire from 500 musketeers and 50 horsemen, part of the force commanded by the Prince of Sarrawaddy, who was then retreating direct upon the capital, burning and laying waste the villages on his route, destroying all the grain within his reach, and driving thousands of helpless inoffensive people from their houses to the woods. "The capture of these war-boats," says Captain Alexander, "liberated 3,000 canoes, &c. with families they were driving before them; and all the people claimed protection, and returned with Lieutenant Wilkinson. The boats got up to Meaday, a distance of about 50 miles," where they met Lieutenant-Colonel Godwin, who had been detached in command of all the flank companies, for the purpose of scouring the country;—"at some of the rapids they did not pull a boat's length in an hour." On the following day, Sir Archibald Campbell wrote to Mr. Secretary Swinton as follows:—

"It affords me the greatest pleasure to forward another instance of the zeal and judgment with which Captain Alexander, commanding the

flotilla, has uniformly co-operated with me on this service, and *another proof, if any such be wanting, of the gallantry, spirit, and enterprise displayed on all occasions by that part of H. M. navy serving on this expedition.* * * * The guns taken by the light division of boats, are, no doubt, part of those intended for the defence of this place."

About this period, Captain Ryves was invalided; and Lieutenant Edward Blanckley, of the Alligator, appointed acting commander of the Sophie; which sloop, we believe, took her final leave of Rangoon towards the end of the following month.

Early in May, the Hon. Company's gun-vessels Sophia and Swift, the former loaded with provisions, the latter with ordnance and stores, foundered in a heavy squall, by which disaster one soldier and a camp follower perished.

The temporary repose enjoyed in the cantonments at Prome was, in the early part of the wet-season, enlivened by the accounts received of the success of Major Sale and Captain Marryat, whose departure from Rangoon, on an expedition against Bassein, we have mentioned at page 71: the following is an outline of their proceedings.

After a tedious passage, the Larne and her consorts arrived off Great Negrais, at the entrance of the Bassein river, on the 24th February; the next day, her boats, under Lieutenant Fraser, were sent in to reconnoitre and sound the passage, in the execution of which service they received a harmless fire from two stockades, apparently full of men, and distant about a mile from each other. On the 26th, at daylight, the armament weighed and stood in; the Mercury cruiser, on account of her light draught of water, taking the lead *. At noon, the first stockade commenced firing; and shortly afterwards the Larne and the Mercury took their positions within 100 yards: the enemy soon fled, and the troops landed and occupied the work. The second stockade was taken in the same manner, without loss; both of them were burnt, and two 9 pounders, six sixes, two large

* She was then commanded by Lieutenant Drummond Anderson.

wooden guns, and thirty-four jingals, either brought off or destroyed.

On the following morning, the Larne, Mercury, and Argyle transport, weighed and ran past four deserted stockades, three of which stood in commanding situations on the island of Negrais. Continuing their course with a fair wind, they anchored, at dark, about 35 miles above the entrance of the river. From this point, the stream being very narrow, and the wind blowing strong down every reach, the ascent became extremely arduous; the ships often getting on shore, towing and warping day and night, till the evening of the 3d March, when they anchored about three miles below the still smoking ruins of Bassein.

During their passage thither, the British commanders received information, that the head person of Bassein had superintended the partial defence of the stockades at the entrance of the river; that upon his return after their capture, he found himself opposed by a strong party amicably inclined towards the British; and that a contest ensued, the result of which was the destruction of the town, and the flight of the chief with about 200 followers, to Lamina, nearly 140 miles distant. This intelligence proving correct, Major Sale landed his troops on the evening of the 3d, and took post in the area of the principal pagoda, a strongly fortified and commanding position. He subsequently made a reconnoisance as far as Lamina, with 300 troops and 70 seamen, proceeding up the river in boats, and bivouacking at night upon the banks. The fugitive chief was but a short distance a-head, and the detachment was repeatedly upon the eve of overtaking him; he contrived, however, to escape. All the villages on the banks of the river were deserted, and the population driven into the interior by the retreating Burman force. Lamina also, although a place of great extent, was found abandoned; and as no resources, therefore, were available for the support, or the further progress of the detachment, Major Sale returned to Bassein on the 23d, bringing with him a state barge and several war canoes. During the expedition, two men were wounded by musketry from the

jungle, five died from fatigue and privation, and many others became incapable of service.

On the 26th of March, the Larne weighed and dropped down to Naputtah, a considerable village which had accepted British protection. On the 27th, Captain Marryat received information, that the guns belonging to the deserted stockades were at the town of Thingang, situated up a branch of the river leading to Rangoon; that 150 Naputtah men were detained there, to be forwarded to Donoobew; and that the enemy's force consisted of 800 men.

On the morning of the 28th, Captain Marryat proceeded against Thingang, at the head of fifty seamen and marines, twelve sepoys, and fifty villagers whom he had prevailed upon to fight against the Burmese, and armed with swords and spears. At 3 P. M., while forming for the attack, a canoe came off, with intelligence that the enemy did not wish to fight, and would submit to his terms: these were, that all arms should be surrendered, the Naputtah men to be provided with canoes to return to their homes, and the Wongee of the town placed at his disposal. This personage being one of Bandoola's principal chiefs, who had commanded 1000 men at the attack of Rangoon, and been invested with the gold chattah, was brought away as a prisoner.

On the night of the 30th, the same force was sent, under Lieutenant Fraser, to surprise the village of Pumkayi, where the enemy were stated to be 300 strong, and commanded by another gold chattah chief. The attack was successful; the Burmese submitted to the same terms as at Thingang; and the Wongee, who had fled into the jungle, was followed and taken by the Naputtah men, who, in consequence of their former good conduct, were now entrusted with muskets. A party of 100 men, the only force that remained between Negrais and Bassein, subsequently sent in their submission.

Previous to their separation, Captain Marryat received Major Sale's "sincere thanks for his valuable and cordial co-operation." The conduct of Lieutenant Fraser, Mr. Atherton, and Messrs. Dewes and Norcock, midshipmen, was reported to Captain Alexander in terms of high commendation.

"The reduction of a place of such importance as Bassein, could not but operate materially in the general result of the campaign*." By its annexation to the other conquered provinces, the enemy was deprived of all his maritime possessions from Cape Negrais to Tenasserim.

Captain Marryat assumed the command of the Tees, at Rangoon, April 15th, 1825; and finally left that river about the middle of the following month. It is almost superfluous to add, that he was repeatedly thanked by the Governor-General in Council for his valuable services in Ava, every operation which he had arranged or conducted having proved eminently successful.

At Prome, the months of June, July, and August, 1825, were necessarily spent in inactivity, from the setting in of the rainy season, and the prevalence of the inundations. The monsoon, however, proved mild; the troops and seamen were comfortably hutted; there was no want of provisions; and, although extensive sickness occurred, it was not more than was fairly attributable to the nature of the service and the season of the year, and was by no means so severe as that of the previous rains at *Rangoon; nor*, indeed, more so than it would have been in any of the lower Gangetic provinces. The only men-of-war remaining stationary at Rangoon during the wet monsoon, this year, were the Alligator and Arachne; both of them unrigged, and roofed in with bamboos thatched with leaves, which proved a great saving of lives and stores. The duties of the naval department there were conducted by Captain Chads, with his usual ability and zeal. Pegu was at this period occupied by 200 sepoys, who were frequently threatened with attacks; and on one occasion Lieutenant Keele was detached with a party of seamen to their support. Two divisions of gun-boats, armed with 24-pounder carronades, having now arrived from Arracan, under the command of Mr. Ravenscroft, of the Bengal pilot service, and got into the Irrawaddy by the way of Bassein, all the gun-vessels were stationed at regular distances, so as to form a chain of posts

* Snodgrass, 136.

up to Prome, for the protection of boats proceeding thither with provisions, &c. to form a depôt for the ensuing campaign; to effect which every effort and exertion was still required.

In compliance with the repeated injunctions of the Supreme Government, that no opportunity should be omitted of entering upon pacific negociations, Sir Archibald Campbell judged it expedient, as the season for active operations approached, to address a letter to the Court of Ava, declaratory of his being authorised, and desirous, to abstain from further hostilities. The enemy, at this time, were making great exertions to collect a large force, which, as it was formed, advanced to positions approaching the British cantonments, and was stationed at Pagahm-mew, Melloone, Patanagoh, and finally at Meaday, where troops arrived in the beginning of August, to the extent of 20,000 men. The whole force in motion was estimated at double that number, under the command of Memia-boo, a half brother of the king, besides 12,000 at Tonghoo, or Taunu (said to be the second city in the empire), under his eldest brother (who bears the title of Prince of Tonghoo). To oppose them, and to garrison Prome, Sir Archibald Campbell had, at that place, 6,148 effective officers and men, and had ordered 2,148 to join him from Rangoon and Donoobew, in time for the opening of the campaign. The total number of sick at Prome, in the middle of August, exclusive of sailors, was 906 officers and men.

On receiving intelligence of the advance of the Burman army, Sir Archibald Campbell despatched Brigadier-General Cotton, in the Diana, with fifty soldiers and several gunboats, to reconnoitre.

The enemy was discovered on the morning of the 15th August, at Meaday, once a town of considerable magnitude and importance, on the left bank of the river. A large nullah runs into the Irrawaddy immediately below that place, from the mouth of which the enemy's force was ranged to the extent of a mile and a half up the bank of the main stream. This bank had several pagodas upon it, for the most part near the nullah, all of which the Burmese had

entrenched and were stockading; they had also thrown a ditch and breast-work between them and the river, to protect their boats, which were ranged underneath. During the progress of the reconnoitring party along their line of defence, the enemy opened a battery of sixteen guns, from 4 to 6-pounders, upon the steam-vessel; but the width of the river being at least 1,500 yards, their shot fell short.

The force displayed by the Burmese was estimated at between 16,000 and 20,000 men, who appeared to be all armed with muskets; and twenty golden chattahs were counted. They had also a small force on the right bank, with jingals, opposite to the right of their line, as it faced the river. On the return of the party, the gun-boats, under Captain Alexander, cannonaded the enemy's line, to make them develope their whole force; and it was then ascertained, that they had an advanced party across the nullah, already mentioned, thrown on the road leading to Prome, and employed in stockading some pagodas which overlook it. This party were working likewise on a breast-work on the side of the hill, which would also command the road: three golden chattahs were visible with the latter force.

On the 6th September, exactly a month after the date of Sir Archibald Campbell's letter to the Court of Ava, a war-boat, under a flag of truce, presented itself at the British advanced post on the river, having on board two Burman deputies and ten or twelve followers. Upon being conducted to head-quarters, and all seated, Sir Archibald Campbell asked to what circumstance he owed the honor of their visit? The leader of the deputation then delivered a letter in great form, and said, that he was acquainted with its contents, and instructed to communicate verbally many good words on the benefit that would accrue to both countries on the restoration of peace, which they understood the British were anxious for. Sir Archibald replied, that they were rightly informed, as the desire of his government was to be on terms of peace and cordiality with all its neighbours, and he made no doubt, if the feeling was mutual, that that most desirable event would soon be brought about. They then declared that such was their most earnest desire.

The deputies next asked if Sir Archibald would, in return to their being sent to him, allow two British officers to visit their commander-in-chief; adding, that such a measure would be received as an esteemed mark of his confidence in them, and a pledge of his government wishing to return to terms of peace: Sir Archibald answered, that he would, with the greatest pleasure and confidence, comply with their request; or, if it would be more acceptable, that he would meet their Prince and his party at any central place that might be pointed out betwixt the two armies. They, however, preferred the former. "I therefore," says Sir Archibald Campbell, "selected for that complimentary mission, Lieutenant-Colonel Tidy, my Deputy-Adjutant-General; and Captain Alexander, who was present at the conference, proposed Lieutenant Smith, of H. M. S. Alligator, to accompany him—two officers of conciliating manners, and much firmness of character. They were accompanied, at my special request, by the Armenian merchant Mr. Sarkies Manook, as interpreter, a man well known and respected at the court of Ava, and one who has been of much service to me, since the opening of the last campaign."

Lieutenant-Colonel Tidy and his naval colleague were met, when within about five miles of Meaday, by six war-boats, each carrying a chief of 500 men, with bands of music and singers. On arriving at a jetty, built expressly for their accommodation, several chiefs of a much higher rank came into their boat, and at one time they counted ten with golden chattahs, six of whom carried golden swords and drinking cups. On landing, they were conducted, by two chiefs still higher in rank, and followed by the others, with much ceremony, through a guard of about 2,000 musketeers, to a commodious house, built the same day, for their reception.

On the morning of the 11th, the British envoys were visited by the late governors of Prome and Sarrawaddy, who complimented them in the name of the Kee-Wongee, second in command of the Burman forces, and assured them of his anxiety to conclude a pacific treaty; but requested them not to urge immediate negociation, as it would be necessary to receive instructions from Prince Memia-boo, whose head-

quarters were at Melloone. On the 14th, they had an interview with the Kee-Wongee, and on the 16th, it was intimated to them, that he had obtained full powers from his Court, and would be ready to receive them, at their own hour, the next day. On the 17th, they accordingly proceeded, in great state, to the house of audience, where it was settled, that the Burman minister and another person of rank should meet Sir Archibald Campbell half way between the two armies, at a village named Neoun-ben-zeik, to enter into negociations for the re-establishment of peace and amity; the terms of an armistice were also agreed upon, by which it was stipulated that there should be a cessation of hostilities till the 17th of October; the line of demarcation was drawn from Comma, on the western bank of the Irrawaddy, through Neoun-ben-zeik to Tonghoo; and the armistice included all the belligerent troops on the frontiers in other parts of the dominions of Ava, none of whom were to be allowed to make a forward movement before the 18th of October.

On the 22nd September, Sir James Brisbane, Knt. & C.B. who had been appointed to succeed Commodore Grant in the command of H. M. squadron in India, arrived at Prome, bringing with him the boats and seamen of the Boadicea frigate. On the 30th, Sir Archibald Campbell proceeded to Neoun-ben-zeik, accompanied by the naval commander-in-chief, whom he had requested to act as joint commissioner. The ground was found prepared for the encampment of the respective negociators, and a Lotoo, or house of conference, erected in the intermediate space, equi-distant from the British and the Burman guards. On the 2nd October, two officers of rank arrived from the opposite side to conduct Sir Archibald Campbell to the Lotoo; Lieutenant-Colonel Francis Skelly Tidy and Lieutenant Smith were despatched at the same time to pay a similar compliment to the Kee-Wongee. After all the commissioners, with their respective suites, were seated, Sir Archibald opened the conference with an appropriate address to the Burman chiefs, who replied in courteous and suitable terms, and expressed their

hope that the first day of their acquaintance might be given up to private friendship, and the consideration of public business deferred until the next meeting. This was assented to, and a desultory conversation then ensued; in the course of which, the Burmese conducted themselves in the most polite and conciliatory manner, enquiring after the latest news from England, the state of the King's health, and similar topics, and offering to accompany Sir Archibald Campbell to Rangoon, or wherever he might propose.

On the ensuing day, another meeting took place, at which Sir Archibald Campbell, Sir James Brisbane, Brigadier-General Cotton, Captain Alexander, R. N., Brigadier M'Creagh, Lieutenant-Colonel Tidy, and Captain John James Snodgrass (military secretary and aid-de-camp to Sir Archibald), were the only British officers present; the Kee-Wongee having requested that no more than six chiefs on each side should take part in the discussions.

The principal conditions of peace proposed by Sir Archibald Campbell, were the non-interference of the Court of Ava with the territories of Cachar, Munnipoore, and Assam; the cession of the four provinces of Arracan, and the payment of a certain sum, as an indemnification for the expences of the war; one moiety to be paid immediately, and the Tenasserim provinces to be retained until the liquidation of the other. The Court of Ava was also expected to receive a British resident at the capital, and consent to a commercial treaty, upon principles of liberal intercourse and mutual advantages.

In the discussion of these stipulations, it was evident, notwithstanding the moderate tones of the Burman deputies, and their evident desire for the termination of the war, that the Court was not yet reduced to a full sense of its inferiority, nor prepared to make any sacrifice, either territorial or pecuniary, for the restoration of tranquillity. The protection given to fugitives from the Burman territories was urged in excuse for the conduct of the Court, although the actual occurrences of the war was attributed to the malignant designs of evil counsellors, who had misrepresented the real state of things, and suppressed the remonstrances addressed

by the government of India to that of Ava,—thus virtually acknowledging the moderation of the British authorities. It was also pleaded, that in the interruption of trade, and the loss of revenue, the Court of Ava had already suffered sufficiently by the war, and that it became a great nation like the British, to be content with the vindication of its name and reputation, and that they could not possibly be less generous than the Chinese, who, on a former occasion, having conquered part of the Burman territory, restored it on the return of peace. To this it was replied, that the Chinese were the vanquished, not the victors; whilst the British were in possession of half the kingdom, the most valuable portion of which they were still willing to relinquish; but that, as the war had been wholly unprovoked on their part, they were fully entitled to expect such concessions in territory and money, as should reimburse them in the expence they had incurred, and enable them to guard more effectually against any future collision. The manner in which these points were urged, satisfying the Kee-Wongee, &c. of the firmness of the British commissioners, they, at last, waved all further objections, and confined themselves to requesting a prolongation of the armistice till the 2d of November, in order that they might put the court fully in possession of the views of the British negociators, and be empowered to give them a definitive reply. This request was readily acceded to, as, from the continued wetness of the ground, Sir Archibald Campbell found he could not move with comfort to his troops before, perhaps, the middle of November. On the representation of Sir Archibald Campbell, the Kee-Wongee pledged himself, that all British and American subjects detained at Ava, "under the Golden Feet," should immediately be set at liberty; in return for which, the British were to liberate the whole of the Burmese then confined in Bengal.*

* Among the *detenus* at Ava were two American missionaries, who remained in close confinement for the space of fifteen months, loaded occasionally with heavy chains. It may be thought incredible, but these gentlemen declared that the principal cause of their detention was their having

The notion of treating upon a perfect equality, which evidently pervaded the recent negociations on the part of the Burman commissioners, and which probably originated not only in the haughtiness of the Court of Ava, but in an impression entertained by it, to which the acknowledged anxiety of the British authorities for peace had given rise, that they were unable or disinclined to carry on the war, rendered the ultimate result of the conferences at Neoun-ben-zeik little problematical, and arrangements for resuming hostile operations were actively pursued. Their necessity was soon evinced. The Court of Ava, indignant at the idea of ceding an inch of territory, or submitting to what, in oriental politics, is held a mark of excessive humiliation, payment of any pecuniary indemnification, breathed nothing but defiance, and determined instantly to prosecute the war. In the short interval that ensued before hostilities were renewed, Sir Archibald Campbell addressed the Kee-Wongee, relative to the prisoners, whose liberation was refused on the plea of British troops having moved by way of Negrais to Rangoon; and in reply to his enquiry, as to the probable termination of the truce, it was intimated, that the demand for any cession of money or territory precluded all possibility of a renewal of friendly intercourse. Nothing remained, therefore, but a further appeal to arms.

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white faces; and as they spoke the same language as the English, the Burmese would not believe that they were subjects of any other country.

CHAPTER IV.

ONE of the first acts of Sir James Brisbane, after his arrival at Prome, was to address the following order to Captain Chads, who had accompanied him thither from Rangoon.

"Whereas the important service of co-operating with the army engaged against the dominions of Ava requires the best exertions of all ranks, but more particularly of those who are acquainted with the service of warfare; and as I have, with this view, made an accession, by the boats of the Boadicea, to the flotilla hitherto employed on the Irrawaddy, with the happiest results, I do hereby avail myself of your zeal, intelligence, and local knowledge, on which the highest eulogiums have been passed by the Supreme Government, in appointing you to command the light division of the said flotilla, under the immediate orders of Captain Alexander, who anticipates from your promptitude and resources the most effectual assistance, especially for maintaining that cordial union between the naval profession and all other departments, which is so essential to the success of the present expedition, and will be highly gratifying to me.

"Given under my hand, at Prome, on the Irrawaddy, this 24th day of September, 1825.

(Signed) "JAS. BRISBANE, Commodore.

"*To H. D. Chads, Esq. Commander of H. M. S. Arachne, and a volunteer on the expedition against the dominions of Ava.*"

On the 7th November, Captain Alexander died at Rangoon, and Captain Chads was immediately appointed his successor in the command of the Alligator; but directed to remain with the flotilla in the Irrawaddy. A commission promoting him to the rank of Captain had been signed by the Admiralty on the 25th July preceding, and was conferred upon him in the most flattering and gratifying manner, their Lordships directing that he should not be superseded, but that the Arachne should be sent home. He did not hear of his promotion, however, until after the termination of the Burmese

war. The officer appointed by Sir James Brisbane, to succeed Captain Chads in the command of the Arachne, was Lieutenant John Francis Dawson, first of the Boadicea.

On the 15th November, the Burmese having pushed forward a division of troops to the village of Watty-goon, distant from Prome about 18 miles in a N. E. direction, and it appearing desirable that the columns of the British army should not be harassed and delayed at the very commencement of their march, Sir Archibald Campbell directed Lieutenant-Colonel Robert M'Dowall, of the Madras establishment, to move forward with four regiments of native infantry, and dislodge the enemy from their posts. The result of this attempt was disastrous, owing to the very superior force of the Burmese, and the strength of their positions. Lieutenant-Colonel M'Dowall and 53 men were slain; Major R. Lacy Evans, four captains, eight subalterns, and 110 men wounded; and 42 rank and file missing. Lieutenant John C. Ranken, of the 43d regiment, subsequently died of his wounds.

The ultimate consequences of this disaster were not unfavorable, as it encouraged the Burman chiefs in the high opinion they were still inclined to entertain of their own power, and induced them to adopt a system of confident warfare, which brought them within the reach of the British commanders. Relying on the manifestation of their purpose to attack him in the position he then occupied, Sir Archibald Campbell determined to await their advance, and Prome was soon surrounded by upwards of 50,000 warriors. As their numbers enabled them to spread over a considerable tract of country, they detached parties past both flanks of the British position, by which the communication with Rangoon was threatened, and the districts below Prome, on both banks of the river, exposed to the depredation of irregular and marauding bands. About this period, H. M. sloop Champion arrived at Rangoon, and her commander, John Fitz-Gerald Studdert, was entrusted with the charge of keeping the navigation open between that place and Prome.

Deeming it of importance to retain possession of Padoung-mew, on the western bank of the river, Sir Archibald Campbell stationed 200 troops there, supported by a division of the flotilla, under Lieutenant Kellett. This party was repeatedly attacked by the enemy in great force, and the meritorious conduct of the officers and men of both services, obtained for them the high approbation of the commander-in-chief. On the 25th Nov., Captain Charles Deane, of H. M. 1st regiment of foot, commanding the military detachment at Padoung-mew, reported as follows:

"A little before day-break, we had embarked twenty men of the Royals and thirty sepoys of the 26th Madras native infantry, intended to co-operate with Lieutenant-Colonel Godwin, on the opposite side of the river. They were just in the act of shoving off from the shore, when the enemy, to the amount of five or six thousand, made a rush at our works, howling most horribly, and at the same time setting fire to the village, which they had entered at all points. We had fortunately got an 18-pounder into the battery late yesterday evening, which, added to two twelves, already there, did great execution.

"Lieutenant Kellett, R. N. was at the moment shoving off with the row-boats, but instantly returned to our assistance, with all his men, and kindly undertook the superintendence of the guns, the well-directed fire of which so mainly contributed to our success. The enemy, after nearly two hours sharp firing, retired in admirable order, carrying off great numbers of dead and wounded. I am happy to add, with the exception of one man slightly grazed in the elbow by a musket-shot, we have not a man either killed or wounded. The guns in the boats were of the greatest assistance in scouring the village with their grape."

Respecting the defence of Padoung-mew, Major Snodgrass merely says,—"The centre of the Burmese army was now distinctly seen from Prome, stockading and fortifying the heights of Napadee above the river. The corps of Sudda Woon was also seen actively employed in a similar duty on the opposite bank, while a strong detachment was pushed forward for the purpose of occupying Padoung-mew, a town situated on the west side of the Irrawaddy, about ten miles below Prome: in this measure, however, they were anticipated by the British general, the place being already in possession of a party of our troops, which subsequently baffled every attempt of the enemy to drive them from it."

Between this period and the 30th November, Lieutenant-

Colonel Godwin's detachment, and the flotilla, cleared the left bank of the river for fifteen miles below Prome. On the 27th, Thomas Campbell Robertson, Esq. Judge of Cawnpore, who had been appointed to the general superintendence of civil affairs in the conquered provinces, and to the conduct, jointly with Sir Archibald Campbell, of political intercourse with the Burman Court, arrived at head-quarters. On the 30th, measures were taken for making a general attack upon every accessible part of the enemy's line, extending, on the east bank of the Irrawaddy, from the commanding heights of Napadee, distant from Prome only five miles, to the village of Simbike, upon the Nawine river, distant eleven miles in a N. E. direction. The Burman army was divided into three corps. The left, commanded by Maha Nemiow, an old and experienced general, who had been sent to introduce a new system of conducting the war, was stockaded in the jungles at Simbike and Hyalay, amounting to 15,000 men, Burmese, Shans, and Cassayers, of which latter force 700 were cavalry. The centre, under the immediate orders of the Kee-Wongee, was strongly entrenched upon the Napadee ridge, inaccessible, except on one side by a narrow pathway, commanded by seven pieces of artillery, while the navigation of the river was commanded by several batteries of heavy ordnance. This corps consisted of 30,000 men, and the space between the left and centre, a thick and extensive forest, was occupied by a line of posts. The enemy's right, under the orders of Sudda Woon, occupied the west bank of the Irrawaddy, strongly stockaded, and defended by artillery.

On the 1st December, shortly after day-light, Sir James Brisbane, with the flotilla, commenced a heavy cannonade on the enemy's centre, and continued for nearly two hours to attract his chief attention to that point, while the troops under Sir Archibald Campbell were marching out for the real attack upon Maha Nemiow. At the same time, the 26th Madras native infantry advanced along the margin of the Irrawaddy, to drive in the Kee Wongee's advanced posts upon the main body.

On reaching the village of Ze-ouke, the attacking force

was divided into two columns; the right, under the command of Brigadier-General Cotton, continuing to march along the straight road leading to Simbike, and the other, accompanied by Sir Archibald Campbell, after fording the Nawine river, moving along its bank in a direction nearly parallel with the Brigadier-General's division. The route followed by the latter officer brought him in front of a succession of stockades, which he at once assaulted and carried. In less than ten minutes the enemy was completely routed; and Sir Archibald had only an opportunity of cannonading his panic-struck masses as they rushed through the openings of the jungle before him, endeavouring to effect their escape. The enemy left 300 men dead upon the ground, with the whole of his commissariat and other stores, four guns, twelve jingals, more than four hundred muskets, a very considerable quantity of gunpowder, and upwards of 100 horses. The body of Maha Nemiow was found among the slain.

The enemy's left corps thus disposed of, and finding, from the testimony of all the prisoners, that Meaday had been fixed upon as the point at which to re-unite in the event of any disaster, Sir Archibald Campbell immediately determined upon marching back to Ze-ouke, for the purpose of attacking the centre on the following day. At 6 P. M., the whole force was again assembled at Ze-ouke, after a harassing march of about twenty miles, which the troops underwent with the greatest cheerfulness and spirit. During the night, a message was sent to Sir James Brisbane, requesting him to be in readiness to move forward with the flotilla, as soon as the troops were seen debouching from the jungle in front of Napadee. Early in the morning of the 2d, the army was again in motion, and many hours had not elapsed before the numerous stockades and breastworks upon that formidable and almost inaccessible ridge, were successively stormed and carried, the enemy flying from hill to hill, over extremely dangerous precipices, until the whole of the position, nearly three miles in extent, was taken. Previous to the assault, Sir James Brisbane cannonaded the heights from the river, and the land artillery also opened upon them with great

effect. During the attack by land, the flotilla pushed rapidly past the enemy's works, and succeeded in capturing nearly 300 boats, with five brass and iron guns, four hundred muskets, about a ton of gunpowder, and large quantities of shot, grain, and military stores, intended for the use of the Burman army. In a letter to the Admiralty, dated Dec. 3d, 1825, the Commodore says:

"I have much satisfaction in stating, that the whole of the officers and men employed in the flotilla conducted themselves throughout this service in a manner that reflects the highest credit on each individual, composed as this force is of various establishments. The officers of the Honourable Company's marine vied with those of the royal navy in gallantry and exertion. Captain Chads, of the Alligator, who commanded the light division, displayed the same zeal, judgment, and intrepidity, which have characterised his conduct since the operations in this quarter began. I have, however, the painful duty of announcing the death of Captain Dawson, of the Arachne, whose high professional character had induced me so recently to promote him to the rank of Commander. The gallantry of this much lamented officer was conspicuous on all occasions; inviting, by his example, the exertions of all under his directions, he fell just as success had crowned our efforts."

On the following day, Sir Archibald Campbell, in a letter to Mr. Secretary Swinton, "solicited the attention of the Governor-General in Council, to the judicious and cordial co-operation afforded him by Commodore Sir James Brisbane, and the boats of H. M. squadron employed on this service."

The defeat of the Burmese on the east bank of the Irrawaddy was now most complete; but the right corps of their army, under Sudda Woon, still occupied some high ground on the west bank, and measures were immediately taken for dislodging that division. This operation was performed on the morning of the 5th, by the troops under Brigadier-General Cotton, in conjunction with the flotilla, and attended with the most complete success; the enemy left 300 men dead on the field, and dispersed in every direction. Five long guns, one carronade, a number of jingals, and about 350 muskets, were taken. The British had only one man killed and four wounded. The total loss sustained by the army on the 1st, 2nd,

and 5th Dec., was twenty-nine officers and men slain, one hundred and thirty-three wounded, and one private missing. Brigadier-General Cotton, in his report of the victory obtained over Sudda Woon, says to Sir Archibald Campbell, "*the operations of this day naturally connecting me with his Majesty's navy and the flotilla, I hope it will not be construed into presumption my venturing to bring to your Excellency's notice the most cordial co-operation and valuable assistance I derived from his Excellency Commodore Sir James Brisbane, who directed, personally, the whole of the boats which cannonaded and cleared the advance of the troops, from their disembarking above their position to their entering the enemy's works.*"

The beneficial results of this battle were immediately apparent in the disappearance of the enemy's flanking parties, and the re-establishment of a free communication along the river; but in order to realise all the advantages to which it was calculated to lead, Sir A. Campbell immediately advanced in pursuit of the retreating army. "Aware that the Burmese had been long employed in fortifying the banks of the river, from Meaday to Paloh, it became an important consideration to endeavour to turn these positions, naturally strong, and extremely difficult of access. For this purpose," says Sir Archibald, "I determined to march upon Meaday, with one division by the route of Watty-goon, Seeyangoon, Seindoop, and Tonkindine, turning the positions as high as Bollay, while the column under Brigadier-General Cotton should march by the road of Neoun-benzeik, nearly parallel with the river, and in communication with the flotilla, on board of which I had placed a force consisting of H. M. royal regiment and details, commanded by Brigadier Richard Armstrong, *to act in close and constant co-operation with the naval forces under Commodore Sir James Brisbane.*"

From the rapidity of the current, and the numerous shifting sand-banks, it became absolutely necessary to track or kedge the heavier boats along the banks of the river, until the flotilla reached Yeondoun, a military post, recently occupied

by the "royals." Proceeding up the Irrawaddy, Sir James Brisbane came in sight of Meong, where, by previous arrangement, the flotilla formed a junction with Brigadier-General Cotton's division, for the purpose of attacking the enemy in his strong posts of Pettoh and Paloh. Brigadier Armstrong and the Commodore then made a reconnoissance, as a preliminary measure, and found, to their great surprise, that these important positions had been abandoned. In advancing up the river, it was impossible not to be struck with a degree of admiration at the happy choice of situation of the enemy's posts, aided as they were by the decided natural advantages which the face of the country presented: their extensive and formidable works could have been erected only by the manual labour of the masses of men at the command of a barbarous government. The channel of the river was, in many places, so narrow as to oblige the boats to pass within 200 yards of the banks, on the one side or the other: the destruction which the enemy might have caused, had they been so inclined, is self-evident. "When I consider these advantages," says the Commodore, in a letter to Sir Archibald Campbell, "I cannot imagine why the enemy should have so hastily relinquished them, unless the recent successes of your force, and the knowledge of your advance, had so far operated on their fears as to leave no hope of their retreat on your turning their positions."

The total abandonment of the enemy's works enabled the flotilla to pass this excellent chain of field-defences, and to gain sight of Meaday on the afternoon of the 17th. Captain Chads was then sent to reconnoitre; and he reported to Sir James Brisbane, that that formidable post had been evacuated by the Kee-Wongee, as the advanced guard of the army made its appearance; also that a war-boat, with three guns, had been captured, which, in the hurry of their retreat, the Burmese could not take with them. During this reconnoissance, the boats of the Arachne had two men killed and two wounded.

Certain information of the enemy having rallied at Melloone, a strongly fortified and entrenched city, reached Sir Archi-

bald Campbell shortly after he began his march from Meaday; and it was at the same time stated, that a chief of rank had been sent up to Ava, after the defeats at Prome, for the purpose of representing to "the golden footed monarch," the hopeless state of his affairs, and the impossibility of the invaders being arrested in their advance upon the capital of the empire, by any military arrangements. On the 26th December, these reports were confirmed by the arrival on board the Diana (which vessel Sir James Brisbane had made his head-quarters), of a messenger, under a flag of truce, communicating that Kolein Menghie had arrived at Melloone, deputed by the King of Ava, and with full powers to conclude a treaty of peace. In answer to this message, Sir Archibald Campbell, in concurrence with Mr. Robertson, sent Lieutenant-Colonel Tidy and Lieutenant Smith, R. N., to the Burmese camp, to ascertain what arrangement the envoy proposed making with them. A truce of twenty-five days was requested, and positively refused, the above officers being directed to say, as was afterwards communicated in writing, that nothing beyond twenty-four hours would be given for the first meeting with the Burman deputies, and that the truce was to be considered at an end as soon as the Lieutenant-Colonel and his naval colleague should have left the place. On reaching Melloone, on the morning of the 29th December, Sir Archibald found the place strongly occupied, and the river, on the enemy's side, covered with boats, which attempted to escape; a few shot, fired over the headmost, shewed the determination of their hostile visitors to prevent it, and the attempt was given up. In the mean time, Sir Archibald Campbell received information that the Diana was seen passing the enemy's works unmolested, accompanied by two gilt war-boats; and although the Burmese appeared throwing up entrenchments on the opposite shore, and marching and counter-marching, as if making preparations for defence, he accepted their forbearance to the steam-vessel, as a proof of their sincerity and desire to treat. Hostilities here ceased, for the present,

and, in the course of the same day, a correspondence commenced, and led to negociations which Sir Archibald hoped would render it unnecessary for him to write another military despatch upon the war in Ava.

On the 3rd January, 1826, a letter, of which the following is a copy, was addressed to Sir James Brisbane, by the Supreme Government:

"Sir,—By the despatches received from Major-General Sir Archibald Campbell, announcing the highly gratifying intelligence of the success which has attended the British arms in the engagements with the enemy on the 1st, 2d, and 5th ultimo, we are apprised that the boats of H. M. squadron and the Hon. Company's flotilla, under the personal directions of your Excellency, bore a distinguished share in the operations of those days, and, acting in conjunction with the land forces, afforded most important aid and support, the value of which is acknowledged by Sir A. Campbell in the warmest terms.

"We desire to avail ourselves of this occasion to express our high sense of that zeal for promotion of the public interests, which has distinguished all your Excellency's proceedings, since you first assumed the chief naval command in these seas, and which induced you to repair in person to Prome, with a view to the more effectual direction and superintendence of the river part of the service in the enemy's country. The beneficial effects of your Excellency's presence have been strikingly manifested, in the success which has attended the late combined attack on the Burmese positions, as well as in the uniform spirit of harmony, cordiality, and gallant devotion prevailing in both services.

"It is to us a source of high gratification to learn from your communication to Major-General Sir Archibald Campbell, that the conduct of the officers and men of the flotilla belonging to the H. C. has merited and received your approbation.

"Of the zealous and important services which the officers of the royal navy have performed in conjunction with the land forces employed in Ava, we have repeatedly signified our warmest acknowledgments, and we gladly seize this opportunity of renewing the expression of them to your Excellency, as the naval commander-in-chief. We beg also that you will notify, in such manner and at such time as you may deem suitable, the sense which the Supreme Government entertain of their gallant and distinguished exertions in the late conflicts with the enemy.

"We deeply lamented the loss which the service sustained by the untimely death of Captain Alexander, of H. M. S. Alligator, who fell a victim to fever, induced by the exposure in the zealous discharge of his duties; and we have again to deplore the fall of another brave officer,

Captain Dawson, of H. M. S. Arachne, killed in action with the enemy on the 1st ultimo. We have the honor to be, &c.

(Signed) "AMHERST.
"J. H. HARRINGTON.
("A true copy) "W. B. BAYLEY.
(Signed) "*Geo. Swinton*, Secretary to Government."

On the 6th of the same month, Sir James Brisbane, then at Patanagoh, a town upon the river, directly opposite to Melloone, issued the following general memorandum :—

"The termination of a long and arduous contest, by an honorable peace, enables the Commodore to return his unfeigned acknowledgments to Captain Chads, and the officers of all descriptions, for their prompt obedience, unwearied exertions, and gallantry, which they have conspicuously displayed throughout the late campaign.

"The various materials of which the flotilla was composed, brought together for one grand object, might have occasioned frequent collisions between the members of different services, had not a spirit of emulation pervaded all ranks, surmounting all difficulties, and producing a universal feeling of harmony and good will.

"The British Commissioners have most handsomely acknowledged the services rendered by the flotilla in forcing the passage of the river, as tending most materially, by such a display of our power, to impress upon the minds of the enemy, a strong sense of our superiority, and thus convincing them of the hopeless inutility of further prolonging the contest. The Commodore will long remember, with feelings of the highest gratification, the period which he has commanded this branch of the expedition, and the personal acquaintance it has afforded him with individual merit.

"The Commodore begs the officers, without distinction, to be assured that he has brought under the notice of their superiors, his opinion of their merit, and the brave men who have served with them, giving as they have the most striking examples of activity and exertions, under the greatest privations in open boats.

"Although it is not the province of the Commodore to eulogize the enthusiastic gallantry displayed by the military part of the force employed in the late operations, he cannot avoid expressing his admiration of those soldierlike qualities when embarked, which are indispensable in combined operations.

"The selection of Brigadier Armstrong to command the water column, and the well earned character of H. M. Royal regiment, were most eminently calculated to ensure that hearty unanimity which has been fully manifested.

"The good conduct of the native seamen in the H. C. gun and row-

boats, engaged as they have been, in an unusual mode of warfare, have merited my warmest approbation.

(Signed) "JAMES BRISBANE."

"*To Captain Chads, of H. M. S. Alligator, and the officers of all descriptions employed under the command of Commodore Sir James Brisbane against the Dominions of Ava.*"

There were at this time, 56 of the Honorable Company's gun-vessels and row-boats, forming five divisions, the whole under the immediate controul of Sir James Brisbane. The officers of that service, attached to this flotilla, and particularly recommended by the Commodore, were—Lieutenants Joseph H. Rouband and George Laughton (Bombay marine), Mr. William Lindquist (senior officer of the row-boats), and Messrs. Crawfurd, Ravenscroft, Robson, Power, Leggatt, and Cooper, all of the Bengal Pilot service. Lieutenant Michael Nagle, H. M. 47th regiment, was entrusted with the command of one of the divisions; and Mr. George Winsor "continued to render most essential service," as conductor of the Diana. At this period, the walls of Ava had been recently erected, and as yet, not the slightest appearance of a rampart, or a support of any kind on the inner side, was visible, without which, in the event of a siege, they possessed no stability.

After affixing his signature to a treaty of peace, Sir James Brisbane was compelled, in consequence of extreme indisposition, to retire to Pulo-Penang; and, we lament to say, that that highly distinguished officer never recovered from the effects of the disease he had contracted on the Irrawaddy. The Boadicea's boats, however, were not withdrawn from the flotilla, the chief command of which again devolved upon Captain Chads. Sir James Brisbane died at New South Wales, Dec. 19, 1826. He was then about to proceed to the west coast of South America, with his broad pendant on board the Warspite 76, to which ship he had removed it on his being superseded in the East India command, by Rear-Admiral Gage, about the middle of August, 1826.

CHAPTER V.

It was with extreme regret that Sir Archibald Campbell and Mr. Robertson reported, for the information of the Governor-General in Council, that the treaty concluded at Melloone, on the 3d January, 1826, not having been ratified by the King of Ava, and none of the stipulations having, within the prescribed period, been fulfilled, all amicable intercourse with the authorities at that place was necessarily broken off, and war renewed on the morning of the 19th.

On the 18th, the day appointed for the return of the ratified treaty, &c. the commander-in-chief and civil commissioner finding that, instead of a fulfilment of this promise, a further delay of six or seven days was solicited, under such equivocal circumstances as left no doubt that a total want of faith guided the Burman councils, it was definitively declared to the deputies, that their request could not be complied with, and an article proposed to them, in which it was stipulated, (together with the performance of others already agreed to), that they should evacuate Melloone, by sun-rise, on the morning of the 20th. On their positive rejection of this proposition, they were told, that after twelve o'clock, that very night (the 18th), hostilities would re-commence. Deeming it of the utmost importance that no time should be lost in punishing duplicity of so flagrant a character, Sir Archibald Campbell ordered the construction of batteries, and the landing of heavy ordnance from the flotilla, to commence immediately after midnight, and every requisite arrangement to be made for an early attack upon Melloone, "the defences of which place were represented as a

chef-d'œuvre of Burman fortification *." By ten o'clock the next morning, 28 pieces of ordnance were in battery, on points presenting a front of more than one mile on the eastern bank of the Irrawaddy, which corresponded with the enemy's line of defence on the opposite shore. The preceding night had been devoted by the enemy to preparations equally laborious, and the construction of extensive and well planned works, with a view to the resistance on which they had resolved. At 11 A. M., Sir Archibald ordered his batteries and rockets to open their fire, which was warmly kept up, and with such precision of practice as to reflect the highest credit on that branch of the service.

During this period, the troops intended for the assault were embarking in the boats of H. M. ships, and part of the armed flotilla, at a point above the British encampment, under the superintendence and direction of Captain Chads.

About 1 P. M., the desired impression having been produced by the cannonade, and every thing reported ready, Sir Archibald directed the above brigade, commanded by Lieutenant-Colonel R. H. Sale, to drop down the river, and assault the main face of the enemy's position, near its south-eastern angle; and Brigadier-General Cotton's division to cross above Melloone, and, after carrying some outworks, to attack the northern face of the principal work.

Although the whole of the boats, &c. rowed off together from the left bank, the strength of the current, and a strong northerly breeze, carried the gallant Sale's brigade to the given point of attack, before Brigadier-General Cotton's division, notwithstanding every exertion, could reach the opposite shore. The Lieutenant-Colonel was unfortunately wounded in his boat; but the troops having landed, and formed with admirable regularity, under the command of Major William Frith, of H. M. 38th regiment, rushed on to the assault with their usual intrepidity, and were, in a short time, complete masters of a work which had been rendered most formidable by la-

* Snodgrass, 245.

bour and art, and was such as to afford the enemy a presumptive assurance of security in their possession of it. When Brigadier-General Cotton saw that the enemy's work was carried by the 13th and 38th regiments, he very judiciously ordered a brigade, under Lieutenant-Colonel Thomas Hunter Blair, of the 87th foot, to cut in upon their line of retreat, which was done accordingly, and with much effect.

Thus was accomplished, in the course of a few hours from the renewal of hostilities, forced upon the British by perfidy and duplicity, a chastisement as exemplary as it was merited. Specie to the amount of 30,000 rupees was found in Prince Memia-boo's house; and a very ample magazine of grain, 76 guns, 90 jingals, 1700 muskets, 2000 spears, 18,000 round shot, a quantity of quilted and loose grape, 100,000 musket-balls, more than twenty tons of gunpowder, an immense quantity of refined salt-petre and sulphur, upwards of a ton of unwrought iron, three gilt and fifteen common war-boats (all in good condition), eight large accommodation boats, forty-nine store-boats, from 200 to 300 canoes, and small boats of various descriptions, with about seventy horses, fell into the hands of the victors; whose total loss did not exceed nine, including four Lascars, killed, and thirty-four, among whom were Major Frith, Lieutenant William Dickson, of the Bengal engineers, five men belonging to the Alligator, and nine Lascars, wounded. "*To Captain Chads, of the royal navy, and every officer and seaman of H. M. ships,*" *Sir Archibald Campbell again publicly acknowledged himself* "*deeply indebted for the able and judicious manner in which the troops were transported to the points of attack;*" *and they were once more requested by him* "*to accept the unfeigned impression of his thankfulness.*"

The men-of-war boats employed in the above attack were, the *Boadicea's* launch, commanded by Lieutenant William Smith; her pinnace, by Lieutenant Joseph Grote; her barge, by Mr. Clarke, gunner; and her cutter, by Mr. Sydenham Wilde, midshipman: the *Alligator's* pinnace, by acting Lieutenant Valentine Pickey; barge, by Mr. William

Hayhurst Hall; and her two cutters, by Messrs. George Sumner Hand and George Wyke, midshipmen: lastly, the *Arachne's* pinnace, under Mr. Stephen Joshua Lett, with whom was associated Mr. William Coyde, midshipman.

In a letter to Sir James Brisbane, dated Jan. 20, 1826, Captain Chads says:—

"I have the pleasure of assuring you, that the gallant good conduct of every individual, both of H. M. navy and the H. C. service, fully equalled that which you have yourself so lately witnessed and highly commended."

On the 23rd January, a combined force, under Brigadier Armstrong and Captain Chads, destroyed an evacuated stockade several miles above Melloone; and next morning, these officers were joined by nearly 300 family canoes with merchandize, which, taking advantage of a fog, had escaped from the Burmese warriors, in the general confusion occasioned by their late defeat. In less than three weeks after the capture of Melloone, the operations of the British, by land and water, had released from the tyranny of the enemy above 25,000 wretched inhabitants of the lower provinces, and not less than 4000 canoes, &c. which had been detained, and driven before the retiring army and flotilla, many of them ever since the commencement of the war. On the morning of the 24th, Captain Chads saw the remains of six poor creatures who had been crucified on the banks of the river, for attempting to escape from their oppressors.

The laborious duty of collecting and destroying the captured stores and iron artillery, together with a heavy fall of rain, prevented Sir Archibald Campbell leaving Melloone before the 25th January; at which period the navy had lost seven men, and forty-four were sick in the boats. On the 29th, Mr. William M'Auley, the only remaining medical gentleman attached to this arm of the service, was reported ill and delirious. On the 30th, one of the largest gun-boats struck upon a sand and bilged; the remainder passed over a bar with only five feet water. On the 2nd February, Captain Chads anchored the Diana about two miles below Zaynan-

gheoun (or the "fetid oil brooks"), where Sir Archibald Campbell had already established his head-quarters, in the immediate vicinity of the celebrated Petroleum wells. The light division of boats, under Lieutenant Smith, was then about ten miles in advance, employed in liberating numerous canoes, and in throwing his shot and shells amongst the enemy *.

In the mean time, advices of the capture of Melloone reached the capital, and created the utmost consternation. In the uncertainty of the ultimate result of negociations for peace, the military operations were suffered to proceed; but the Court of Ava determined to renew communications of a pacific tendency with the British commissioners. It was, however, no easy matter to find negociators in whom Sir Archibald Campbell and Mr. Robertson could now confide; and the Burman officers of state were very reluctant to be sent upon what they considered a hopeless, if not a dangerous errand. In this dilemma, the Court applied to Doctor Price, one of the American missionaries then in confinement at Ava, and obtained his consent to be employed as an envoy to the British camp. In order, also, to amend the chance of success, Dr. R. Sandford, surgeon of the royals (who had been taken prisoner on his way down to Rangoon), was associated in the negociation, upon his parole of honor to return again to Ava. The commander of the Hon. Company's gun-vessel Phaeton † and three British soldiers were, at the same time, restored to their liberty, as a compliment from the Court. The deputies reached head-quarters on the 31st of January, and, after conferring with the commissioners, returned to Ava on the following day. The astonishment excited in the capital by the re-appearance of Dr. Sandford is inconceivable. The ministers themselves declared that they never expected to

* The Petroleum wells are scattered over an area of about sixteen square miles. Some of them are from 37 to 53 fathoms in depth, and said to yield at an average daily from 130 to 185 gallons of the earth oil.

† See p. 42.

see him again, and crowds of the inhabitants flocked about him to have a view of such a paragon of honor, exclaiming, "what a man of his word!"

The advance of the army was not retarded by the conference at Zaynan-gheoun, but continued towards the ancient and well-fortified city of Pagahm, where the enemy had collected an army, at least 16,000 strong, under the command of a savage warrior, styled Nee-Wooh-Breen (or King of Hell) who had pledged himself to achieve some signal success at the expence of the British, whom he designated "*the invading army of rebellious subjects.*"

The last battle fought by the contending armies was at Pagahm-mew, on the 9th February, 1826, when that city, and its exterior defences, were most gallantly assaulted and carried, by a corps consisting of less than 2000 men, under the personal command of Sir Archibald Campbell. This was the only instance during the whole war, in which the Burmese departed from the cautious system of defence, behind field-works and entrenchments, which forms their usual device of war. Relying on their great numerical superiority, and singular advantages of ground, they ventured on a succession of bold manœuvres on the flanks and front of the invaders;—but this false confidence was rebuked by a reverse—severe, signal, and disastrous. They left behind them many killed and wounded; hundreds jumping into the river, to escape their assailants, perished in the water; and, with the exception of from 2000 to 3000 men, the whole host dispersed upon the spot.

Strange as it may appear, the British had only two men killed and missing, and one officer, fifteen men, and two horses wounded. The flotilla, from the great difficulties of the navigation, which daily increased, and the rapid movements of Sir Archibald Campbell, was not up to share in his success this day, and consequently sustained no loss, except what arose from the effects of climate, exposure, and fatigue.

On the evening of the 12th February, Dr. Price was again despatched to the British camp, to signify the consent of the Burman Court to the terms of peace which had been

stipulated in the treaty of Melloone; to offer the immediate release of all the prisoners then at Ava, and the payment, in seven days time, of six lacs of rupees, as part of the indemnification money demanded; and to promise the delivery of nineteen lacs more (the remainder of the first instalment) on the return of the invaders to Prome. He was also instructed to solicit, that the army should not approach nearer to the capital than Pagahm-mew. Dr. Sandford, now set wholly at liberty, was allowed to accompany the envoy, and arrived in camp with him, at sun-set on the following day.

Captain Chads, from his official situation, was requested by Sir Archibald Campbell to attend the ensuing conference, when it was unanimously resolved, that not less than twenty-five lacs of rupees, on the spot, should be accepted, and that the advance of the army should be continued until the ratification of the treaty, the prisoners, and the money, were brought to head-quarters. On the morning of the 14th, Dr. Price took his leave of the Commissioners, stating the certainty of his coming back in a day or two, accompanied by some of the Burman ministers, for the purpose of making a final and satisfactory settlement; adding, that, as an ambassador, he had only done his duty in endeavouring to prevail upon them to accept of the smaller sum. In the British camp and flotilla, it was generally considered and hoped, that the advance of the combined force, which was resumed on the 16th, would conduct it to the Burman capital.

Previous to the departure of the flotilla from Pagahm-mew, Captain Chads was under the necessity of despatching a gun-boat, commanded by Lieutenant Rouband, to Rangoon, with Messrs. Hall, Wyke, and Coyde; Mr. Michael Nugent, assistant-surgeon; and eight seamen, all extremely ill. On the 17th Feb. he anchored, in the Diana, off Keeozie, and was there joined by Dr. Price with six war-boats, containing six lacs of rupees, and having on board Dr. Judson, (the other American missionary, sent from Ava as a mediator); twenty Burmans of rank; Lieutenant Richard Bennett, of H. M. Royal regiment; Mr. Henry Gouger, a British merchant; and

thirty-five other prisoners*. On the 18th, the missionaries and war-boats returned to the capital, after making an ineffectual attempt to induce Sir Archibald Campbell and his colleagues, then at Yebbang, to receive the money they had brought, and to wait ten days longer for the payment of the remainder. On the 22d, they again made their appearance at Yandaboo, only forty-five miles from the capital, bringing with them twenty-five lacs in gold and silver bullion, and an assurance that two ministers of state would speedily follow, in order to ratify the treaty. *Captain Chads was now officially requested to act as one of the Commissioners for the affairs of Ava and Pegu.* On the 25th, he issued the following general memorandum to the officers and men under his command:—

"I feel the highest gratification in announcing to the flotilla, that the unwearied exertions, gallantry, and zeal of the officers and every individual composing it, have been crowned by an honorable peace; and on resigning the command of it, I beg to express my unfeigned thankfulness for the alacrity and cheerfulness with which this arduous service has been performed, and the personal attention which I have at all times experienced will ever be remembered by me with most pleasing and grateful feelings. The flotilla is now to be at the disposal of Major Jackson, Deputy-Quarter-Master-General, and the officers will report to him."

In a letter of the same date, addressed to Sir Archibald Campbell, Captain Chads strongly recommended Lieutenant George Laughton, of the Bombay marine, to the favorable notice of the Supreme Government; "his conduct and ability on all occasions, from the very commencement of the war, having met with the constant approbation of his superiors, and the esteem of all others." Among the officers of the flotilla, at this period, was Lieutenant Keele, who, although in an admiral's barge, with extra rowers, and notwithstanding every exertion and the greatest perseverance, had been no less than twenty-four days on his passage from Rangoon to Yandaboo—so great are the difficulties of ascending the Irrawaddy.

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* A narrative of the captivity of Lieutenant (now Captain) Bennett, was published in the United Service Journal, Nos. vi. vii. ix. and xii.

By the treaty of peace, signed at 4 P. M. on the 24th Feb. 1826, the Honorable East India Company have obtained a large accession of most valuable territory, nearly equal to one-third of the whole Burman empire, affording an inexhaustible supply of the finest teak timber for naval purposes, and all the other productions of the East. They have also derived from this treaty the still greater benefit of a state of security infinitely less likely to be disturbed than in former times, by the formidable barriers interposed between them and the kingdom of Ava; and thus, not only is the probability of future annoyance greatly diminished, but the chance of any successful irruption almost entirely removed. Besides renouncing all claims, and engaging to abstain from all future interference with the principality of Assam, and its dependencies, and also with the contiguous petty states of Cachar and Jynteea; to recognize Ghumbeer Singh as Rajah of Munnipoore (should he desire to return to that country); to cede in perpetuity the provinces of Arracan, recently conquered by the British, including the four divisions of Arracan, Ramree*, Cheduba, and Sandoway, (as divided from Ava by the Unnoupectowmien mountains), and also the provinces of Yeh, Tavoy, Mergui, and Tenasserim, with the islands and dependencies thereunto appertaining, (taking the Saluœn, or Martaban river, as the line of demarcation on that frontier); to receive a British resident at Ava, and to depute a Burman minister to reside at Calcutta; to abolish all exactions upon British ships or vessels in Burman ports, that are not required from Burman ships or vessels in British ports; and to enter into a commercial treaty upon principles of reciprocal advantage; the King of Ava, "in proof of the sincere disposition of the Burman government to maintain the relations of peace and amity between the

* The harbour of Kheauk-pheo, at the north end of the island of Ramree, is described as sufficiently large to accommodate the whole navy of Great Britain. The anchorage is from 8 to 15 fathoms throughout; and being land-locked on three sides, the west, east, and south, the harbour is completely secured against the S. W. monsoon.

nations, and as part indemnification to the British government for the expenses of the war," agreed to pay the sum of one crore of rupees, equal to about 1,000,000*l.* sterling, (valuing the rupee at two shillings, the then rate of exchange), of which contribution the first instalment, amounting to 2,508,199 sicca rupees, was embarked at Yandaboo, brought down the Irrawaddy, (a distance of 600 miles), and ultimately conveyed by Captain Chads to Calcutta, where it was landed from the Alligator, April 10th, 1826. It should here be remarked, that nothing but the dread and certainty of the capture of their capital, and, with it, a large amount of treasure, would have induced the Burman government to accede to these terms;—this, indeed, clearly appears evident, from the long protracted war, and their refusing to fulfil the treaty of Melloone.

It was not till the 8th of March, that the army commenced its retrograde movement on Rangoon, at which place Captain Samuel Thornton, of the Slaney sloop of war, had been left by Captain Chads to carry on the naval duties. A sufficient number of boats were provided by the Burmese to convey thither the greatest part of the European troops, escorted by the men-of-war boats, under the command of Captain Studdert. The remainder of the British accompanied the native troops by land as far as Prome. By the early part of May, the whole force had returned to Rangoon, and some of the regiments immediately sailed for Calcutta and Madras. On the 11th April, 1826, the Governor-General in Council issued a proclamation and general order, of which latter, the following are extracts:—

"The relations of friendship between the British Government and the State of Ava, having been happily re-established by the conclusion of a definitive treaty of peace, the Governor-General in Council performs a most gratifying act of duty, in offering publicly his cordial acknowledgments and thanks to Major-General Sir Archibald Campbell and the army in Ava, by whose gallant and persevering exertions the recent contest with the Burmese empire has been brought to an honorable and successful termination.

"In reviewing the events of the late war, the Governor-General in Council is bound to declare his conviction, that the achievements of the

British army in Ava have nobly sustained our military reputation, and have produced substantial benefit to the national interests.

"During a period of two years, from the first declaration of hostilities against the Government of Ava, every disadvantage of carrying on war in a distant and most difficult country, has been overcome; and the collective force of the Burman empire, formidable from their numbers, the strength of their fortified positions, and the shelter afforded by the nature of their country, have been repeatedly assailed and defeated. The persevering and obstinate efforts of the enemy, to oppose our advance, having failed of success, and his resources and means of further resistance having been exhausted, the King of Ava has, at length, been compelled to accept of those terms of peace, which the near approach of our army to the gates of his capital enabled us to dictate. Every object, the Governor-General in Council is happy to proclaim, for which the war was undertaken, has been finally and most satisfactorily accomplished. * * * * * *

"To the consummate military talents, energy, and decision manifested by Major-General Sir Archibald Campbell, to the ardour and devotion to the public service, which his example infused into all ranks, and to the confidence inspired by the success of every military operation which he planned and executed in person, the Governor-General in Council primarily ascribes, under Providence, the brilliant result that has crowned the gallant and unwearied exertions of the British troops in Ava. Impressed with sentiments of high admiration for those eminent qualities so conspiously and successfully displayed by Major-General Sir Archibald Campbell, his Lordship in Council rejoices in the opportunity of expressing to that distinguished soldier, in the most public manner, the acknowledgments and thanks of the Supreme Government, for the important service he has rendered to the Honorable East India Company, and to the British nation. The thanks of Government are also eminently due to the senior officers, who have so ably and zealously seconded Major-General Sir Archibald Campbell in his career of victory. * * * * * *

"Amongst those zealous and gallant officers, some have been more fortunate than others in enjoying opportunities of performing special services. The ability with which Lieutenant-Colonel Godwin, of H. M. 41st, achieved the conquest of the fortified town of Martaban, and its dependencies, appears to confer on that officer a just claim to the separate and distinct acknowledgments of the Governor-General in Council. In like manner, Lieutenant-Colonel Miles and Brigadier-General M'Creagh have entitled themselves to the special thanks of Government for their services; the former, in the capture of Tavoy and Mergui; and the latter, in that of the island of Cheduba.

"The limits of a General Order necessarily preclude the Governor-General in Council from indulging the satisfaction of recording the names of all those officers whose services and exploits at this moment crowd upon

the grateful recollection of the Government, by whom they were duly appreciated and acknowledged at the time of their occurrence. His Lordship in Council requests that those officers will, collectively and individually, accept this renewed assurance, that their meritorious exertions will ever be cordially remembered. * * * * *

"The conduct of that portion of the naval branch of the expedition which belongs to the East India Company has been exemplary, and conspicuous for gallantry and indefatigable exertion; and it has fully shared in all the honorable toils and well-earned triumphs of the land force. * * * The Governor-General in Council has not overlooked the spirit and bravery, characteristic of British seamen, manifested by several of the masters and officers of transports and armed vessels, in various actions with the Burmese in the vicinity of Rangoon.

"It belongs to a higher authority than the Government of India to notice, in adequate and appropriate terms, the services of His Majesty's squadron, which has co-operated with His Majesty's and the Honorable East India Company's land forces, in the late hostilities with the government of Ava. The Governor-General in Council, however, gladly seizes this opportunity of expressing the deep sense of obligation with which the Supreme Government acknowledges the important and essential aid afforded by his Excellency Commodore Sir James Brisbane, in person, as well as by the officers, non-commissioned officers, seamen, and marines of H. M. ships, who have been employed in the Irrawaddy. *Inspired by the most ardent zeal for the honor and interest of the nation and the East India Company, his Excellency, the naval commander-in-chief, lost no time in proceeding, with the boats of the Boadicea, to the head-quarters of the British army at Prome, and directing, in person, the operations of the river force, rendered the most essential service in the various decisive and memorable actions which, in the month of December last, compelled the Burmese to sue for peace.*"

On the 12th April, 1826, the following letter was addressed to Captain Chads, then in Diamond harbour:

"Sir,—The Commissioners in Ava having reported the considerations which induced them to propose to you to be associated with them in settling with the Burmese Commissioners the treaty of peace, I am directed by the Right Honorable the Governor-General in Council to express to you the acknowledgments of Government for the readiness with which you complied with their wishes.

"The Governor-General in Council proposes to take an early opportunity of conveying to his Excellency the naval commander-in-chief the sense of obligation entertained by the Supreme Government for the essential aid rendered to the Honorable East India Company by the ships of His Majesty's navy serving in Ava; but, on the occasion of your arrival at this presidency, his Lordship in Council cannot deny himself the grati-

fication of expressing to you the sentiments with which he is impressed towards yourself individually, as well with advertence to your services generally, as to the special one alluded to at the beginning of this letter. I have the honor to be, &c.

(Signed) "GEO. SWINTON, Secretary to Government."

At a subsequent period, Joseph Dart, Esq. Secretary to the Honorable East India Company, conveyed to Captain Chads "an expression of the high sense which the Court of Directors entertained of his exertions in the Burman war, both when senior officer, and when charged with several of the most difficult enterprises:" Mr. Dart added, "that the Court had not failed to communicate to the Government of Bengal their cordial concurrence in the sentiments of approbation with which his services were noticed by that authority."

On the 24th November, 1826, it was "resolved unanimously, that the thanks of this Court be given to Commodore Sir James Brisbane, C. B., and the Captains and Officers of His Majesty's and the Company's ships and boats, who co-operated with the army in the Burmese war, *for their cordial, zealous, and most useful exertions;* and to the crews of His Majesty's and the Company's ships and boats employed in that service, *for their spirited and intrepid conduct on all occasions;* and that the commander of His Majesty's squadron on the India station be requested to communicate the thanks of this Court to the officers and men under his command." A similar resolution was passed by the Court of Proprietors in the course of the ensuing month. On the 27th January, 1827, the following letter was addressed to Commodore Sir James Brisbane, and a copy thereof sent to Captain Chads, whose ship, the Alligator, had recently been put out of commission:

"*Admiralty Office, Jan. 27th,* 1827.

"Sir,—I received and laid before my Lords Commissioners of the Admiralty your letter of the 21st May last, containing an account of the conclusion of the Burmese war; and I am commanded by their Lordships to express their approbation of the zealous and gallant conduct displayed by yourself, Captain Chads, and the other officers and men, during the long and arduous service on which they were employed. And I am to

signify their Lordships' direction to you to communicate the same to the several officers and men employed on the service in question. I am, &c.

(Signed) "JOHN BARROW."

It was not in words only that the Lords Commissioners of the Admiralty were pleased to express their approbation, but in the most gratifying manner, by a liberal and extensive promotion of those officers who had most distinguished themselves. Not only were Captains Chads, Marryat, and Ryves, advanced to the rank of Companions of the Most Honorable Military Order of the Bath, but every lieutenant and passed midshipman who remained on the service, belonging to the Alligator, Arachne, and Larne, besides others of the Liffey, Boadicea, and Sophie, were promoted. The thanks of both Houses of Parliament were subsequently voted to Sir James Brisbane, and the captains, officers, seamen, and marines under his command, for their "CORDIAL CO-OPERATION" with the land forces, and "THEIR SKILFUL, GALLANT, AND MERITORIOUS EXERTIONS, WHICH GREATLY CONTRIBUTED TO THE SUCCESSFUL ISSUE OF THE WAR."

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Hemendra Kothari
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